Research Report
KTC-05-19/KSP2-05-1F

KENTUCKY TRANSPORTATION CENTER

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ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2000 - 2004)

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ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2000 - 2004)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2000 through 2004. A primary objective of this study was to determine average crash statistics for Kentucky highways. Average and critical numbers and rates of crashes were calculated for various types of highways in rural and urban areas. These data can be used in Kentucky's procedure to identify locations that have abnormal rates or numbers of crashes.

The other primary objective of this study was to provide data that can be used in the preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. County and city crash statistics were analyzed. A summary of results and recommendations in several problem identification areas is presented. These general areas include alcohol involvement, occupant protection, speed, teenage drivers, pedestrians, bicycles, motorcycles, trucks, and vehicle defects. Other areas included in the analysis for which specific recommendations were not made include drug involvement, school bus crashes, and train crashes.

The crash data are now contained in the Collision Report Analysis for Safer Highways (CRASH) data base. This data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year.

1.0 INTRODUCTION

Annual reports have previously been prepared since 1978 dealing with the calculation of statewide traffic crash rates for Kentucky and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. This is the 19th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2000 through 2004 were used in the preparation of this report.

Kentucky has a systematic procedure to identify locations that have had abnormal rates or numbers of traffic crashes. However, before that procedure may be utilized, average crash rates and numbers must be determined for appropriate highway categories and for rural and urban areas. A primary objective of this study was to determine average traffic crash statistics for Kentucky. Those statistics may then be used in the high-crash location identification program to identify locations that should be investigated to determine whether changes should be made.

A highway safety program is prepared each year for Kentucky in order to comply with Section 402, Title 23 of the United States Code. This program includes the identification, programming, budgeting, and evaluation of safety projects with the objective of reducing the number and severity of traffic crashes. The second major objective of this report is to provide data that may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan. Results from this report are used to provide benchmark data for that process.

2.0 PROCEDURE

Crash and volume data bases were used to obtain traffic crash statistics. Traffic crash data have been maintained in a computer file containing all police-reported crashes. The crash report was changed in 2000 with the data now contained in the Collision Report Analysis for Safer Highways (CRASH) data base. The computer files and data base were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to the KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH data base but they were excluded from the analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data for 2000 through 2004 so it would be consistent with other reports. All crashes included in the analysis occurred on a public highway. It should be noted that this data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year. This would result in numbers in the tables in this report being less than what is contained in the current CRASH data base. Summaries were prepared from an analysis of the crash data from the CRASH data base for 2000 through 2004.

Volume data, along with other data describing highway characteristics such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-

maintained highways. This information is obtained from the Highway Performance Monitoring System (HPMS) file. Data for a five-year period of 2000 through 2004 were obtained from this file. The HPMS file was used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

A computer program using both crash data from the crash data base and roadway characteristics information from the HPMS file was used to calculate rates for the state-maintained system. A separate computer program was used to obtain additional summaries of various crash variables with this program using all reported traffic crashes (excluding parking lots and private property).

Rates were calculated for: 1) state-maintained roads having known traffic volumes, route numbers, and mileposts and 2) all public streets and highways on and off the state-maintained system. Rates were provided in terms of crashes per 100 million vehicle-miles (C/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume data were not available to use as the exposure measure. Population data from the 2000 census were used.

In addition to average rates, critical rates and numbers of crashes are required for the high-crash location program. Both types of rates were calculated. The following formula (Equation 1) was used to calculate critical crash rates.

$$C_c = C_a + K(\text{sqrt}(C_a/M)) + 1/(2M) \quad (1)$$

in which

C_c = critical crash rate
C_a = average crash rate
sqrt = square root
K = constant related to level of statistical significance selected (a probability of 0.995 was used wherein K = 2.576)
M = exposure (for sections, M was in terms of 100 million vehicle-miles (100 MVM); for spots, M was in terms of million vehicles)

To determine the critical number of crashes, the following formula (Equation 2) was used.

$$N_c = N_a + K(\text{sqrt}(N_a)) + 0.5 \quad (2)$$

in which

N_c = critical number of crashes
N_a = average number of crashes

There are highway safety problem areas (standards) identified by the National Highway Traffic Safety Administration. Problem areas that have been identified for emphasis include alcohol and occupant protection. To identify problems in these areas, as well as other "highway standard" areas, the analyses focused on the following.

1. Statewide Crash Rates
2. County Crash Statistics
3. City Crash Statistics
4. Alcohol- and Drug-Related Crashes
5. Occupant Protection
6. Speed-Related Crashes
7. Teenage Drivers
8. Pedestrian Crashes
9. Bicycle Crashes
10. Motorcycle Crashes
11. School Bus Crashes
12. Truck Crashes
13. Train Crashes
14. Vehicle Defects
15. General Trend Analysis

3.0 STATEWIDE CRASH RATES

All of the rates referred to in this section apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM). Using the HPMS file results in over 28,000 miles being included in this category. This compares to over 80,000 miles of public roads in Kentucky. While only approximately 35 percent of the total miles are state-maintained, in 2004 these roads accounted for approximately 90 percent of the vehicle miles traveled and 60 percent of the crashes on public roads. The percentage of identified crashes in 2004 was less than in previous years. This is primarily due the reduction in the number of crashes in Jefferson County which could be identified as coring on a state-maintained road. The crash rate on the state-maintained system is dramatically less than on the non-state maintained system. A major reason for the higher crash rate on roads not included in the analysis of the state-maintained system is the large number of crashes that occurred on state-maintained roadways but were not provided with the information necessary to be assigned to a specific location on a roadway. These crashes could not be included in the crash total assigned to the state-maintained category. There is a need to improve the procedure for placing route and milepoint information on the crash report and this need has been addressed as part of the CRASH process started in 2000 that included placing GPS data on the report.

A comparison of 2000 through 2004 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. The number of total and injury crashes on the state-maintained road system was substantially lower in 2004 compared to the average of the previous four years. This decrease can be largely attributed to

Jefferson County crash data, where milepost and route number data were omitted from most of their reported crashes. The decrease in the number of crashes compared with the increase in vehicle-miles driven resulted in a 6.6 percent decrease in the crash rate in 2004 compared to the previous four-year average. The overall crash rate in 2004 was 185 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 196 to 219 C/100 MVM.

The fatal crash rate showed a large increase (11.1 percent) in 2004 compared to the previous four-year average. The fatal crash rate ranged from 1.44 C/100MVM in 2000 to 1.73 C/100MVM in 2004. The injury crash rate decreased by 16.0 percent in 2004 compared to the previous four-year average. The injury crash rate of 46 C/100MVM in 2004 was the lowest during the five years. The injury crash rate has remained fairly stable for the five-year period with the range from 46 to 60 C/100MVM.

An analysis of statewide crash rates as a function of several variables, such as highway system classification, was conducted. Also included is information concerning the percentage of crashes occurring for various road conditions and during darkness. Results of this analysis are presented in APPENDIX A.

Crash rates required to implement the high-crash spot-improvement program in Kentucky are average rural and urban rates by highway type. The current classification uses the number of lanes with an additional separation of four-lane highways (non-interstate or parkway) into divided and undivided categories. Interstates and parkways are classified separately. Rates for rural highways for the five-year period (2000 through 2004) are listed in Table 2. The rates for urban highways are listed in Table 3. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the HPMS file. For sections having a volume, route, and milepost, the rural or urban and highway type classifications were determined. The crash could not be used in this analysis if the county and route were given but the milepoint was not noted. The number of crashes for each section was then obtained from the crash file. The total crash rate (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, were calculated.

On rural highways, four-lane undivided highways have the highest rate for all crashes (Table 2) followed closely by two-lane highways (this excludes one-lane roads due to such a small sample of only 59 miles). Two-lane highways have the highest injury crash rate. The fatal crash rate on two-lane highways is substantially higher than the other road types. Interstates and parkways have the lowest fatal crash rates. The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 50 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and three-lane highways (Table 3). The same two highway types also have the highest injury and fatal crash rates. The lowest overall crash rate and injury crash rate are on interstates and

parkways. Interstates have the lowest fatal crash rate which is substantially below that for parkways.

Tables 2 and 3 show that the overall total crash rate on urban highways is 41 percent higher than that on rural highways. Also, the injury rate on urban highways is almost identical to that for rural highways. However, the fatal crash rate on urban highways is only 36 percent of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a slightly larger decrease in the overall crash rate in urban areas (10.2 percent) compared to rural areas (7.6 percent). Only a small percentage (about 11 percent) of state-maintained mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2000 through 2004. In addition, trends in crash rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3). These rates apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Not all highway types are shown on Figures 2 and 3 due to low mileages for some highway types.

Average rates listed in Tables 2 and 3 may be used to determine critical crash rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-crash location procedure uses highway “spots”, defined as having a length of 0.3 or 0.1 mile. The highway “spot” represents a specific identifiable point on a highway. Statewide crash rates for "spots", by highway-type classification, are listed in Table 5 using 2000 through 2004 data.

The first step in Kentucky's procedure for identifying high-crash locations involves identifying “spots” and sections that have more than the critical numbers of crashes. Then, the crash rates for those locations are compared to critical crash rates. Statewide averages and critical numbers of crashes for 0.3-mile "spots" and one-mile sections by highway-type classification are presented in Table 6 for 2000 through 2004. Critical numbers of crashes, such as those listed in Table 6, are used to establish the "number of crashes" criterion for determining the initial list of potential high-crash locations. For example, six crashes in this time period would be the critical number of crashes for a 0.3 mile “spot” on a rural, two-lane highway.

The numbers and rates presented in Tables 2, 3, 5, and 6 could be calculated for various numbers of years. A three-year period is used in some analyses. The data shown in those tables were calculated for a three-year period (2002-2004) with the results shown in APPENDIX B. Data for 0.1 mile “spots” are also given in that appendix.

Critical numbers of crashes for various section lengths were determined for each highway type using Equation 2 on page 2 of this report. Results are presented in the tables found in APPENDIX C. Section lengths up to 20 miles for rural roads and up to 10 miles for urban

roads are included. The critical numbers of crashes given in this appendix are for the five-year period of 2000 through 2004.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between crash rates for those locations and critical crash rates are made. Critical rate tables for highway sections for the five-year period of 2000 through 2004 are presented in APPENDIX D. Critical crash rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of crashes per 100 MVM and were calculated using Equation 1 on page 2 of this report.

Critical rate tables for 0.3 mile "spots" are contained in APPENDIX E. Those rates are presented in units of crashes per million vehicles and also were determined using Equation 1. These rates are for the five-year period of 2000 through 2004.

4.0 COUNTY CRASH STATISTICS

Crash rates were calculated for each county considering 1) only the state-maintained system and 2) all roads within the county. The crash rates are presented in terms of C/100 MVM (crashes per 100 million vehicle miles). Total crash rates were calculated for both categories. Also, using all roads in the county, crash rates were calculated considering fatal crashes only and fatal-or-injury crashes only. Those rates are presented in Table 7. The numbers given represent the crashes reported by the various police agencies in each county. If any agency does not report all of the crashes they investigate, the number of crashes listed in that county will be lower than the actual number that occurred. Total miles traveled in each county were determined by combining miles traveled on roads having known traffic volumes with those having no recorded volumes. The HPMS file was used to tabulate vehicle-miles traveled by county on roads having traffic volume counts. The difference between the statewide total of vehicle-miles traveled on roads having known traffic volumes (provided by the Kentucky Transportation Cabinet) compared to the total estimated miles driven in the state was then distributed to each county. The distribution was based upon the percentage of registered vehicles in each county. The total miles driven in each county was then obtained by adding the known miles driven on the state-maintained highway system and the estimated miles driven on the remaining streets and highways.

To assist in the analysis of county crash statistics, county populations were tabulated (in descending order) and presented in Table 8. The population data used are from the 2000 census. The counties were then grouped into five categories based upon population. Using crashes on all roads in the county, average and critical crash rates were calculated (Table 9). The total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was 38 for total crashes (all roads), 35 for injury-or-fatal crashes, and three for fatal crashes. There has been consistency over the past few years in the counties that have a critical rate. For

example, 36 of the 38 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

Table 10 contains the number of crashes and total crash rates for all counties grouped by population category (considering all roads in the county). Counties within each population category are listed in order of descending crash rate, with the critical rates identified with an asterisk.

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In three of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Elliot County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), and Harrison County (in the 15,000 to 24,999 population category). In the 25,000 to 50,000 population category, Boyd County has the highest rate for all roads while Jessamine County has the highest rate for the state-maintained system. In the over 50,000 population category, Fayette County has the highest rate for all roads while McCracken County has the highest rate for the state-maintained system. When all roads are considered, Fayette and Daviess Counties have the highest rates in the state. When only state-maintained roads are considered, Jessamine and Harrison Counties have the highest rates in the state. Gallatin County, which is in the lowest population category, has the lowest rate in the state for all roads and Monroe, in the second lowest population category, had the lowest rate for state-maintained roads. Crash rates were higher when all roads were considered compared to rates for only the state-maintained system.

Using crashes on all roads in each county, injury or fatal crash rates are listed in Table 12 in descending order by population category. Counties having critical rates are identified with an asterisk. Counties having the highest rates for their population categories are Crittenden, Leslie, Breathitt, Perry, and Pike. Breathitt County has the highest rate in the state while Lyon County had the lowest rate.

Similar rates for fatal crashes are listed in Table 13. Counties having the highest fatal crash rates for their population categories are Cumberland, Leslie, Breathitt, Letcher, and Pike and Pulaski. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads, which have been found to have the highest fatal crash rate (Table 2). Breathitt, Pike, and Pulaski Counties are the only counties identified as having a critical fatal crash rate.

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2003 crash total from the previous four-year average; percentages of crashes involving alcohol, drugs, and speeding; percentage of fatal crashes; percentage of injury-or-fatal crashes; and percentage of drivers using safety belts.

5.0 CITY CRASH STATISTICS

Crash statistics were analyzed for cities by using the 2000 through 2004 crash data. The primary group of cities included in the analysis was those having a population over 2,500 that had a city code in the computer file allowing crash data to be summarized. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of crash rates for cities included in the 2000 census having populations of more than 2,500 where crash data could be related to the city for all five years. Crashes recorded as occurring in the city are included. However, crashes using the city as a reference but recorded as occurring any distance from the city were not included. Table 15 includes 117 cities. Rates in terms of C/100 MVM are listed for the state-maintained system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 10 cities where no data was available for the state-maintained system.

Additional statistics are listed in Table 16 for the 116 cities that had five years of crash data available for analysis. The city of Westwood did not have data available. Rates for fatal crashes, pedestrian-motor vehicle crashes, bicycle-motor vehicle crashes, and motorcycle crashes are provided. Those rates are in terms of crashes per 10,000 population. Percentages of crashes involving speeding or alcohol are also listed.

Total crash rates for all cities listed in the 2000 census are summarized in APPENDIX F (Table F-1). A total of 414 cities were listed with a population in the census. Information included for the cities were population, number of crashes, and crash rate (crashes per 1,000 population). However, a city code was not available for several small cities and there was no data prior to 2000 for a few other cities. This resulted in data being available for 356 cities in Appendix F.

Crashes on the state-maintained system of highways within a city typically only accounted for a portion of all the crashes occurring within any city. Therefore, total crash rates, rather than on the state-maintained system, were used to determine critical crash rates for cities. Crash rates on the state-maintained system, by city and by population category, are shown in Table 17. The cities are listed in descending order by crash rate for each population category. The cities for which a match could not be obtained using a city code listed in the HPMS file would not be listed in Table 17. Lexington, Richmond, Newport, Shepherdsville, Paintsville, and Dry Ridge have the highest crash rate on state-maintained streets in their population category. Cities in the 1,000 to 2,499 population category are also included in this table. Therefore, this table provides data for 165 cities compared to the 116 cities in Table 16. The average crash rate for all cities in a category is also listed. The overall rates are highest for cities in the population category between 10,000 and 19,999. The lowest overall rate is for the 1,000 to 2,499 population category. The large range in rates is related in part to the detail of reporting. For example, the higher rate in Lexington compared to Louisville resulted from the Louisville police not reporting the state route number in several cases and the non-reporting of many property damage only crashes.

Total crash rates for cities by population category are listed in Table 18. They are tabulated in order of descending crash rates by population category and critical rates are identified with an asterisk. The order of rates for cities is very different in Table 18 compared to Table 17. Twenty-three cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, London, and Hazard have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Somerset, Pikeville, and Paintsville have the highest fatal crash rates in their respective population ranges with no city identified as having a critical fatal crash rate. Paintsville has the highest rate overall.

6.0 ALCOHOL- AND DRUG-RELATED CRASHES

Alcohol- and drug-related crashes continue to be one of the highest priority problem identification areas (in Kentucky and across the nation) and considerable emphasis is being placed on programs to impact those problems. In Kentucky, the number of traffic crashes in which alcohol was listed as a contributing factor on the crash report has averaged about 5,808 per year for the past five years. Alcohol-related fatalities have averaged 191 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky in 2004 varied from about $312 million using economic cost data up to about $961 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total increased slightly in 2004 (to 5,545) however this represents a 3.5 percent decrease compared to the previous four-year average. The number in 1998 (5,222) was the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented 4.4 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2004 (170) was the same as the previous four year average.

To identify alcohol-related crash problem areas, percentages of crashes involving alcohol were summarized for counties and cities as shown in Tables 20 and 21, respectively. In Table 20, the number and percentage of crashes involving alcohol were determined by considering all drivers and those under 21 years of age. This allowed a separate analysis for young drivers. The counties are listed by county population group in order of descending percentages of alcohol crashes for all drivers. Counties in each population category having the highest percentage of crashes involving alcohol, considering all drivers, are Robertson, Spencer, Marion, Floyd, Christian, Pike and Madison Counties.

The information provided in Table 20 also may be used to determine the counties that have the highest percentages of crashes involving alcohol for young drivers by county population category. The counties identified as having the highest percentages of alcohol-related crashes, considering only young drivers, were not typically the same as those identified when all drivers were considered. For 16 through 20 years of age drivers, the county in each population category having the highest percentage of crashes involving alcohol are Robertson, Owen, Breathitt, Floyd and Christian.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, cities having the highest percentages of crashes involving alcohol are Lexington, Covington, Shelbyville, Dayton, and Hickman.

Additional analyses were performed to show the number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related crash. Five years of conviction data (2000 through 2004) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Trimble, Edmonson, Wayne, Oldham and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Owen, Mason, Letcher and Jefferson. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related crash may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related crashes). Data in Table 22 show that, statewide, there has been a downward trend in the number of alcohol convictions during the five-year period from a high of 28,060 in 2000 to a low of 25,475 in 2003. The number of alcohol convictions in 2004 was 3.7 percent lower than the average of the previous four years.

A comparison was also made between the total alcohol filings, convictions, and non-convictions, by county, for the five years of 2000 through 2004 (Table 24). The data for "driving under the influence" filings and the results of the filings were obtained from the AOC. The statewide percentage of alcohol convictions per filing over these five years was 81.5 percent. The percentages varied from a low of 47.9 percent in Leslie County to a high of 91.7 percent in Henderson County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. The highest rates, in descending order, were found in Henderson, Shelby, and Fayette Counties. The lowest rates, in descending order, were found in Clay and Leslie Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 78.8 to 82.8 percent. Counties having the highest conviction percentages in the various population categories are

Trimble, Trigg, Simpson, Henderson and Fayette. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Whitley and Bullitt.

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving because of erratic driving behavior, and then field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could result in a reduction of the drunk-driving charge to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 2000 through 2004, the highest number of convictions at 5,294 was in 2000. There has been a decrease in the number of reckless driving convictions since that year. The number in 2004 was a 6.8 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Trimble, Green, and Larue Counties.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all crashes. The number of drug-related crashes (as noted as a contributing factor on the police report) decreased at 1,151 in 2004 compared to the highest number at 1,206 that occurred in 2001; however, when compared to the previous four-year average, drug crashes increased 6.9 percent. The number of drug-related fatal crashes increased by 4.3 percent in 2004 compared to the previous four-year average. There were 145 fatal drug-related crashes in 2004. The number of drug-related injury crashes increased by 8.4 percent in 2004 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Martin, Johnson, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. The highest percentages of this type of crash are in Martin, Johnson, Magoffin, Clay, Leslie, and Pike counties.

Another summary was prepared to show percentages of crashes involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related crashes were Lexington, Ashland, Middlesboro, Pikeville, and Paintsville.

7.0 OCCUPANT PROTECTION

The percentages of drivers of passenger cars involved in traffic crashes that were reported as wearing safety belts (listed by county) have been used to compare usage rates. However, it was known that these reported rates were much higher than found in observation surveys. For the first time, observation surveys were taken in each county in 2004 by the Area Development Districts. These rates for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The rates

varied from a high of 75.3 percent in Kenton County to a low of 30.3 percent in Monroe County. The data shows that 7 counties had a usage rate over 70 percent while 12 counties had a rate under 40 percent.

It should be noted that a statewide safety belt law was passed with an effective date in July 1994. Prior to the statewide law, local ordinances had been enacted by several cities and counties. The first such ordinances were enacted in Fayette County effective July 1, 1990 and in the city of Louisville effective July 1, 1991. Similar ordinances were adopted in Jefferson County, Murray, Kenton County, Bowling Green, Corbin, Bardstown, and Midway. Observational surveys conducted since the enactment of the local ordinances and statewide law have demonstrated their effectiveness in increasing usage rates.

Even though a statewide safety belt law has been passed, there is a need for continued promotion and enforcement of the law. Counties having the potential for intensive promotional campaigns are identified by an asterisk in Table 29. Those sixteen counties were selected on the basis of their safety belt usage rate (as determined by the surveys taken by the Area Development Districts (ADD)), crash rates, and location in the state. Counties having low usage rates were identified with the criterion of selecting one county from within each of the 16 Kentucky State Police Posts' areas of jurisdiction. When possible, an attempt was made to select counties having high crash rates (either total crash rate or injury or fatal crash rate). Also, an attempt was made to select counties that had not been identified in the past couple of years.

The safety belt usage rates in 2004 (from the ADD survey) are presented in Table 30 as a function of county population. This table shows the higher usage percentages for counties having over 50,000 population. Counties in the over 50,000 population category had a usage rate 11 percent higher than for counties in the under 10,000 population category.

Safety belts are recognized as an effective method of reducing the severity of injuries in traffic crashes. This is confirmed by data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of a crash, the chance of being fatally injured is reduced by about 96 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 85 percent and the chance of receiving a non-incapacitating injury is reduced by 72 percent. Safety belts will greatly decrease the possibility of injury in crashes involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. The category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only 47 percent (from 12.37 percent for drivers not wearing safety belts to 6.54 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 87 percent. These percentages are high when compared to national statistics concerning the effectiveness of safety belts in reducing fatal or serious injuries. The reason would probably be related to the over reporting of seat belt usage in traffic crashes. This would occur more often for drivers who were not injured where there was no physical evidence of whether they were wearing a seat belt.

The change in crash severity for drivers wearing and not wearing a safety belt is presented in Table 32 for the years 2000 through 2004. The reduction in severity from the use of safety belts has remained consistent.

Potential savings associated with increased safety belt usage were estimated and are shown in Table 33. This table lists the annual potential reduction in the number of fatalities, serious injuries (those listed as incapacitating on the crash report), and the associated crash cost savings resulting from that reduction. Those savings are given for driver usage rates from 70 to 90 percent. To obtain these results, safety belt usage statistics from 2000 through 2004 were used along with an estimate of the economic cost of traffic crashes provided by the National Safety Council (as shown in the footnote in Table 33). The actual number of fatalities and incapacitating injuries for 2000 through 2004 were used along with the average usage rate over this time period. Also used was the reduction associated with safety belt usage of 96 percent for fatalities and 83 percent for incapacitating injuries. Crash cost estimates were $1,120,000 for a fatality and $55,500 for an incapacitating injury. For example, if 70 percent of all drivers involved in crashes in Kentucky wore safety belts, there would be a potential annual reduction of about 90 fatalities and a potential annual reduction in the cost of fatalities and serious injuries of approximately $131 million.

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic crashes is presented in Table 34. Data are for 2000 through 2004. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 22 fatalities (children age three and under) occurring during the study period (2000-2004), 12 involved use of a restraint. The use of a restraint in over one-half of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 206 incapacitating injuries, 162 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 97-percent reduction in fatalities for children in restraints, an 90-percent reduction in incapacitating injuries, a 81-percent reduction in non-incapacitating injuries, and a 55-percent reduction in possible injuries.

An analysis of the percentage of children in restraints revealed the percentage was higher in the rear seat than in the front seat. A comparison of percent usage by year shows the constant very high usage rate. The most recent usage rate using the crash data was 98 percent in 2004. This usage rate was calculated by dividing the “any restraint” total by the sum of the "any restraint" and "none" categories from Table 34. This compares to the usage rate of 96 percent found in the 2003 observational survey.

8.0 SPEED-RELATED CRASHES

Speed is one of the most common contributing factors in total crashes and fatal crashes. Speed-related crashes had remained fairly constant during the previous years. In 2001, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2004, the number of speed-related crashes increased by 2.3 percent compared to the previous four-year average. For the five-year period (2000-2004), speed-related crashes represented 7.0 percent of all crashes, 10.1 percent of injury crashes, and 21.5 percent of fatal crashes. The number of speed-related fatal crashes increased by 14.7 percent in 2004 compared to the previous four- year average. The number of speed-related fatal crashes ranged from a high of 187 in 2004 to a low of 154 in 2000 and 2001. The number of speed-related injury crashes decreased by 8.6 percent in 2004 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 3,682 in 2000 to a low of 3,035 in 2004.

As a means of analyzing speed-related crashes, crashes having "unsafe speed" coded as a contributing factor were summarized by county and population category in Table 35. Starting in 2000, there were two codes indicating speed was a contributing factor. These codes are “exceeded stated speed limit” and “too fast for conditions.” When arranged in order of decreasing percentages of speed-related crashes by population category, those counties having the highest percentages in each category are Gallatin, Morgan, Estill, Carter, and Madison. A similar summary of crashes involving unsafe speeds for cities was prepared and is presented in Table 36. Those cities having the highest percentages in each population category are Lexington, Hopkinsville, Erlanger, Villa Hills, and Park Hills.

In addition to crash analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of crashes involving speeding and low conviction rates are candidates for increased enforcement. Table 37 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related crash are included. For the five-year period examined, the number of speeding convictions for the entire state ranged from a low of 84,961 in 2001 to a high of 90,269 in 2000.

To assist in identifying areas having the potential for increased enforcement, Table 38 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Owsley, Martin, Knott, Harlan, and Pike. The same counties were identified as having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

The percentage of vehicles exceeding the 55-mph speed limit was monitored and reported by the Kentucky Department of Highways on a quarterly basis from 1978 through 1994. This requirement was eliminated with federal legislation passed in 1995 that changed speed limit requirements. The speed monitoring program was then ended. As part of a 1997 study of Kentucky speed limits, moving speed data were taken on various highway types. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 39

and 40, respectively. The average and 85th percentile speeds are given along with the percent over the current speed limit. The data show the speeds for trucks are less than that for cars and a large percentile of drivers exceed the posted speed limit. The report recommended a slight increase in speed limits on some types of roads with the speed limit for cars 5 mph higher than for trucks on some roads. For example, the recommended speed limits on rural interstates and four-lane parkways were 70 mph for cars and 65 mph for trucks. Speed limits of 60 mph for cars and 55 mph for trucks were recommended on two-lane parkways and rural two-lane roads with a full width shoulder.

9.0 TEENAGE DRIVERS

A separate analysis was conducted to determine the frequency of crashes involving teenage drivers (16 to 19 years of age). A review of driver records show that teenage drivers account for approximately 5.9 percent of licensed drivers (including learner permits) in Kentucky. However, crash data show that teenage drivers are involved in a much higher percentage of traffic crashes. Using 2004 data, it was found that teenage drivers were involved in about 20 percent of all crashes, 21 percent of injury crashes, and 16 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 3.4 in all crashes, 3.5 in injury crashes, and 2.7 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2004 data). Considering all crashes on public highways, the rate was 46 crashes per 1,000 drivers for all drivers compared to 152 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 30 fatal crashes per 100,000 drivers for all drivers compared to 77 fatal crashes per 100,000 teenage drivers. These rates again show the over representation of teenage drivers in both total and fatal crashes.

10.0 GENERAL CRASH STATISTICS

Several types of general statistics were developed for use in analyses of specific problem areas. Included were crash trends over a five-year period and several types of statistics for crashes involving pedestrians, bicycles, motorcycles, school buses, trucks, and trains.

10.1 CRASH TREND ANALYSIS

An analysis of crash trends over the five-year period is summarized in Table 41. The crashes in 2004 were compared to an average of the preceding four years (2000-2003). There was a decrease in total crashes (1.8 percent) when comparing 2004 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The highest number of crashes on public roads occurred in 2000 (135,079) with the lowest number occurring in 2003 (129,828). The number of fatal crashes and fatalities in 2004 increased compared to the previous four-year average. The number of fatal crashes increased by 10.3 percent while the number of fatalities increased by 11.4 percent. The number of fatalities

ranged from 823 in 2000 to 978 in 2004. The number of fatalities in 2004 was the highest in about 30 years. The number of injury crashes and injuries in 2004 was lower than the previous four-year average. There was an 8.7 percent decrease in injury crashes and a 9.7 percent decrease in injuries. The number of injuries varied from 44,986 in 2004 to 53,129 in 2000.

Vehicle-miles traveled has generally remained constant over the five-year period ranging from 46.255 billion miles in 2001 to 47.191 billion miles in 2004. The vehicle miles traveled in 2004 has increased slightly (1.1 percent) compared to the previous four-year average. There was an increase in total crash rate in 2004 of 0.5 percent when compared to the previous four-year average. The total crash rate varied from a low of 277 C/100 MVM in 2003 to 289 C/100 MVM in 2000.

There were increases in 2004 in the fatal crash rate (10.5 percent) and fatality crash rate (10.8 percent). The fatality crash rate in 2000 had the lowest rate in this five-year period with the highest in 2004. The fatality crash rates in the last two years (2003 and 2004) were higher than in previous years (2000 through 2002).

There was a total of 659,162 crashes in the five-year period, of which 4,006 (0.6 percent) were fatal crashes and 161,011 (24.4 percent) were injury crashes. Those crashes resulted in 4,489 fatalities and 244,329 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2004 is $2.2 billion for the cost of Kentucky traffic crashes or an average cost of $16,100 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $6.0 billion for the cost of Kentucky traffic crashes or an average cost of $45,100 per crash.

Trends in the number of specific types of crashes also are presented in Table 41. Those trends are discussed in the appropriate section dealing with that crash category.

Additional general statistics compiled by county for crashes involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 42. Numbers of crashes and average annual crashes per 10,000 population were included.

10.2 PEDESTRIAN CRASHES

The number of pedestrian crashes had a large decrease of 9 percent in 2004 compared to the period from 2000 through 2003. There has been a steady decrease in pedestrian crashes since 2000 ranging from 1,124 in 2000 to 904 in 2004. Pedestrian collisions are a severe type of crash. In 2004, pedestrian crashes accounted for only 0.7 percent of all crashes but 2.5 percent of injury crashes and 5.7 percent of fatal crashes. The number of injury crashes decreased by 8.7 percent in 2004 and the number of fatal crashes decreased by 9.3 percent in 2004 compared to the 2000 through 2003 average. Injury crashes ranged from 786 in 2002 to 907 in 2000 while fatal crashes ranged from 52 in 2000 to 57 in 2003.

A summary of pedestrian crash statistics by county and population category is presented in Table 43. Numbers of crashes and annual crash rates per 10,000 population are included. From the listing of crash rates in descending order, the following counties have the

highest rates in each population category: Robertson, Carroll, Grayson, Henderson, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 44 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Lebanon, and Williamstown. Newport, Louisville and Covington had higher rates than any other city.

10.3 BICYCLE CRASHES

Numbers and rates of motor-vehicle crashes involving bicycles by county are listed in Table 45. Counties were grouped by population category. The counties having the highest crash rate in each category are Fulton, Carroll, Mason, Henderson, and Daviess. A similar summary was prepared for cities and the results are presented in Table 46. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Bellevue, and Lancaster.

The number of bicycle crashes decreased in 2004 (12.5 percent) compared to the average of 2000 through 2003. The number of bicycle crashes has ranged from 497 in 2002 to 582 in 2000. This is a severe type of crash. In 2004, while bicycle crashes accounted for 0.3 percent of all crashes, they accounted for 1.1 percent of injury crashes and 0.7 percent of fatal crashes. The number of injury crashes decreased by 13.5 percent in 2004 and the number of fatal crashes decreased by 14.3 percent compared to the 2000 through 2003 average. The range in injury crashes was from 334 in 2004 to 448 in 2000 while the number of fatal crashes ranged from 4 in 2000 to 9 in 2002.

10.4 MOTORCYCLE CRASHES

County and city statistics for crashes involving motorcycles are presented in Tables 47 and 48, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Fulton, Leslie, Union, Henderson, and McCracken (Table 47). The highest rate is in Union County. From Table 48, those cities having the highest rates in each population category are Louisville, Paducah, Madisonville, Pikeville, and Fulton. The rate in Pikeville was substantially above any other city.

There was a significant increase in the number of motorcycle crashes in 2004 (23.2 percent) compared to the 2000 through 2003 average. The numbers over the five-year period ranged from a high of 1,438 in 2003 to a low of 1,110 in 2000. This is a severe type of crash. Data in 2004 show that motorcycle crashes accounted for 1.2 percent of all crashes but 3.7 percent of injury crashes and 8.1 percent of fatal crashes. The number of injury crashes increased by 22.8 percent and the number of fatal crashes increased by 42.9 percent in 2004 compared to the 2000 through 2003 average. The number of injury crashes ranged from 797 in 2000 to 1,114 in 2004 while the number of fatal crashes ranged from 36 in 2000 to 70 in 2004.

10.5 SCHOOL BUS CRASHES

School bus crash statistics were summarized for counties and cities and results are presented in Tables 49 and 50, respectively. Table 49 lists numbers and rates of school bus crashes by county and population category. Counties having the highest rates in each population category are Wolfe, Morgan, Breathitt, Jessamine, and Jefferson. A similar summary was prepared for cities by population categories, as shown in Table 50. Those cities having the highest rates in each population category are Louisville, Hopkinsville, Nicholasville, Morehead, and Prestonsburg. The highest rate was in Prestonsburg.

The trend analysis presented in Table 41 indicates there was a small decrease in this type of crash in 2004 (0.4 percent decrease) compared to the 2000 through 2003 average. The annual number of this type of crash ranged from a high of 932 in 2000 to a low of 862 in 2002. There was a decrease in injury crashes of 15.2 percent in 2004 compared to 2000 through 2003. The number of injury crashes ranged from 149 in 2000 to 111 in 2003. There were 5 fatal crashes involving a school bus in 2004 and a total of 13 for the five-year period. The number of fatal crashes in 2004 was substantially higher than in previous years.

10.6 TRUCK CRASHES

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 51. Counties having the highest rates in each population category are Gallatin, Carroll, Rockcastle, Scott, and Boone. All of these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was an increase in the number of truck crashes in 2004 (7.7 percent) compared to the previous four-year average. The number of truck crashes ranged from a high of 10,276 in 2000 to a low of 8,805 in 2002. The number of injury crashes increased by 1.0 percent and the number of fatal crashes increased by 17.3 percent in 2004 compared to the previous four-year average. The number of injury crashes ranged from 1,757 in 2003 to 2,181 in 2000 while the number of fatal crashes ranged from 88 in 2000 to 122 in 2004. In 2004, truck crashes represent 7.5 percent of all crashes, 6.4 percent of injury crashes, and 14.1 percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 52. Counties having the highest rates in each population category are Bracken, Magoffin, Grant, Bell, and Pike. The highest rate (0.71) is in Grant County with the highest number (70) in Jefferson County. There were no train crashes in 50 of the 120 counties in the five-year period of 2000 through 2004.

The trend analysis for motor vehicle-train crashes is given in Table 41. There was a range in train crashes from 72 in 2003 to 51 in 2004. The number of train crashes in 2004 was

22.7 percent less than the 2000 through 2003 average. The number of injury crashes decreased by 14.3 percent in 2004 compared to the 2000 through 2003 average with a range of from 18 in 2000 and 2001 to 25 in 2003. The number of fatal crashes ranged from two in 2003 to five in 2001 for the five-year period.

10.8 VEHICLE DEFECTS

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in crashes before and after repeal of that law is presented in Table 53. The percent of crashes involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and 7.43 percent in 1980 through 1984 but has decreased since that time. Starting in 1995, the percentage of crashes involving a vehicle defect was lower than that noted prior to repeal of the vehicle inspection requirement. The percent of crashes in which a vehicle defect was noted on the report was an overall low of 4.29 percent in 2004.

11.0 SUMMARY AND RECOMMENDATIONS

11.1 STATEWIDE CRASH RATES

For the high-crash-location safety improvement program in Kentucky to be successful, procedures for identifying high-crash locations and scheduling improvements must be used. A computer program has been developed to identify high-crash locations. Inputs into this program are average and critical crash numbers and rates for rural and urban highway classifications. Various crash rates are presented throughout the report text, tables, and appendices, which can be used to implement a safety improvement program.

Each crash must be identified accurately to perform a complete crash analysis. In past years, many crashes that occurred on a state-maintained road did not have the necessary route and milepoint information to be included in the detailed analysis. Efforts have been made as part of the implementation of the new collision report form to increase the number of crash reports having the necessary location information. Part of this effort should be to inform the investigating agencies of the importance of placing the proper route and milepoint for all crashes occurring on state-maintained roads. The roadway reference log has been updated to provide a more comprehensive list of milepoints that should be used.

The crash report form which was implemented starting in 2000 contains fields to use the Global Positioning System (GPS) to report the latitude and longitude for each crash. The accuracy of this data has been evaluated with recommendations made to improve location accuracy. One recommendation involved an edit to the eCRASH system to compare the milepoint and GPS locations given on the crash report. This recommendation, which can significantly increase the accuracy of the crash location data, should be implemented in a timely manner. Additional training with the operation of the GPS units would be beneficial.

The fatal crash rate on rural, two-lane roadways is much higher than any road type. The factors contributing to this high rate have been investigated with countermeasures recommended. An effort should be made to review and implement as many of these countermeasures as practical.

The statewide fatal crash rate has increased substantially the past few years. A detailed study of all fatal crashes should be conducted to determine potential countermeasures to reduce fatal crashes.

11.2 COUNTY AND CITY CRASH STATISTICS

The various types of crash rates calculated and included in this report were used in the analysis of various problem identification areas.

Counties and cities with various types of critical crash rates are given in Tables 10 through 13, 18, and 19. Coordinated efforts involving engineering, enforcement, education, and emergency medical services should be implemented in counties and cities having critical rates to address those problem areas.

In the past, a program was available to provide funds for the purchase of appropriate traffic signs to bring signing on city and county streets and roadways into compliance with the standards and guidelines included in the Manual on Uniform Traffic Control Devices. A large number of cities have taken advantage of this program, which was expanded to include counties. Funding for this program has not been provided in the past few years. Efforts should be made to renew funding of the program. The following cities have critical crash rates (as shown in Table 18) but have not been included in this signing program. It is recommended that, if funding again becomes available, they should be considered as candidates for participation in the program.

1. Shively
2. Crestview Hills
3. Prestonsburg
4. Mt. Vernon

11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2004 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

As part of the analysis, percentages of alcohol-related crashes were tabulated for counties and cities. In addition, alcohol conviction rates were tabulated by county. Those counties having relatively high percentages of alcohol-related crashes (Table 20) and low average numbers of alcohol convictions per alcohol crash (Table 23) were identified as potential

locations where increased enforcement may be beneficial. Counties were also required to have 100 or more alcohol-related crashes during the five-year analysis period to be considered as potential counties for the increased alcohol-related enforcement program. Following is a list of those counties by State Police Post (reference was made to the counties recommended in the past few years).

Post Number	County
1	Calloway
2	Christian
3	Allen
4	Nelson
5	Henry
6	Pendleton
7	Lincoln
8	Bath
9	Floyd
10	Harlan
11	Clay
12	Anderson
13	Breathitt
14	Carter
15	Marion
16	Ohio

2. An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities and consideration was given to conviction rates for counties within which a city was located. The number and percentage of crashes involving alcohol were considered (Table 21). The following are candidate cities for a program of increased alcohol enforcement.

- Covington
- Richmond
- Hopkinsville
- Shelbyville
- Independence
- Newport

11.4 OCCUPANT PROTECTION

1. Even though a statewide safety belt law has been passed, efforts to increase safety belt usage must continue. The various types of safety belt programs that have been conducted in several locations across the state in the past should continue. These programs have the objectives of increasing awareness of risks of traffic crashes, increasing understanding of benefits of safety belt usage, and providing assistance to organizations willing to promote safety belt usage. Enforcement of the statewide law should be another objective of these programs. The success of the "Buckle Up Kentucky: It's the Law and It's Enforced" campaign conducted

around the Memorial Day holiday in 2004 shows that these types of programs (which includes increased enforcement along with publicity) can be effective when implemented on a statewide level. Usage rates and crash rates were considered when choosing candidates for more intensive promotion and enforcement campaigns. Consideration was given to past campaign recommendations and the location in the state (State Police Post). Since safety belt usage is lower in rural areas, counties in the more rural areas of the posts were identified when possible. These counties were identified in Table 29. A list of those counties, by State Police Post, follows.

Post Number	County
1	Calloway
2	Crittenden
3	Logan
4	Grayson
5	Trimble
6	Bourbon
7	Elliot
8	Montgomery
9	Johnson
10	Harlan
11	Wayne
12	Anderson
13	Letcher
14	Boyd
15	Metcalfe
16	McLean

2. To maintain up-to-date usage statistics and to monitor the effect of the statewide safety belt law, annual statewide observational surveys should continue to be conducted.

3. The current statewide law allows secondary type of enforcement. To obtain a substantial increase in usage, the current law should be modified to allow primary, rather than secondary, enforcement. As a minimum, primary enforcement should apply to drivers while they are in the permit and intermediate phase of the graduated license program.

11.5 SPEED-RELATED CRASHES

Unsafe speed has been shown to be a primary contributing factor in fatal crashes and a common contributing factor in all crashes. Those counties having high percentages of speed-related crashes (Table 35) and low average number of speeding convictions per speed-related crash (Table 38) were identified as possible locations for increased enforcement. Locations meeting the criteria for crashes and convictions also were required to have at least 150 speed-related crashes during the five-year study period and speed-related crashes were at least 6.0 percent of total crashes. The following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (reference was made to the counties recommended in the past few years).

Post Number	County
1	Calloway
2	Webster
3	Allen
4	Grayson
5	Oldham
6	Grant
7	Garrard
8	Montgomery
9	Pike
10	Harlan
11	McCreary
12	Scott
13	Letcher
14	Carter
15	Marion
16	Ohio

By analyzing speed-related crash rates for cities and applying the criterion of at least 150 crashes during the five-year period and speed related crashes of five percent or more of total crashes (Table 36), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Hopkinsville
- Frankfort
- Richmond
- Bowling Green
- Elizabethtown
- Erlanger

Increased speed enforcement should be implemented on roads that have been identified as having the highest percentage of speed-related crashes. Consideration should be given to the types of roadways that have the highest crash rates. This would indicate more enforcement on rural two-lane and four-lane (non-interstate and parkway) roadways as opposed to interstate and parkways that have much lower crash rates.

Federal legislation has changed allowing states to increase speed limits to above the 55 mph and 65 mph limits. Data show current speeds do not reflect speed limits on several types of highways. There is a need to review current speed limits and establish speed limits based on the 85^{th} percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed.

11.6 TEENAGE DRIVERS

Graduated licensing legislation was passed in the 1996 Kentucky legislature as a method to restrict teenage drivers from being exposed to driving environments that surpass their driving experience. The evaluation of the graduated license program shows a reduction in crashes for 16-year-old drivers while they are in the permit phase but this reduction has not been found to continue once they are out of the permit phase. These results indicate the need for increasing restrictions on teenage drivers who have completed the permit stage. This would require an intermediate phase to be added to the process between the permit and fully-licensed stages. Legislation should be enacted to add an intermediate phase to the current graduated license process with appropriate restrictions.

11.7 GENERAL CRASH STATISTICS

Pedestrians

The crash rate analyses identified Newport, Covington and Louisville as cities having the highest pedestrian crash rates (Table 44). A study to determine factors contributing to this problem in those cities and recommendations for improved traffic control measures, increased police enforcement, or driver and pedestrian education programs is warranted.

Bicycles

Newport also had a high crash rate in their population category for this type of crash (Table 46) (as with pedestrian crashes). A study of this type of crash could be included with the previously mentioned study of pedestrian crashes.

Motorcycles

Pike County had one of the highest motorcycle-crash rates in the state (Table 47) and Pikeville (Table 48), which is in Pike County, had the highest motorcycle-crash rate for any city. An evaluation of this type of crash in this county and city could be warranted.

The law requiring motorcyclists to wear a helmet was repealed in the 1998 legislature. Observations have shown the helmet usage rate has dramatically decreased. Also, the number of injury and fatal motorcycle crashes has increased dramatically. An investigation should be made to determine if this increase was related to the repeal of the helmet law. The combination of the lowering in usage rate and increase in injury and fatal crashes support the need to reenact the requirement for the use of motorcycle helmets.

Truck Crashes

Counties with a large number of truck crashes either contained an interstate highway or had a large amount of coal truck traffic. Volume counts show that interstate highways have a high percentage of truck traffic. Coal trucks are hauling on an extended weight system that

allows heavy loads. A 1999 research report conducted by the University of Kentucky investigated heavy truck involvement in traffic crashes on all types of highways while a 2002 research report investigated the impact of large trucks on interstate highway safety. Both of these reports recommended countermeasures related to the vehicle, driver, or roadway. Implementation of these countermeasures should be considered.

Vehicle Defects

The percentage of crashes involving vehicle defects increased immediately after repeal of the vehicle inspection law (Table 53). It could be concluded that the repeal of that law resulted in additional crashes involving vehicle defects. However, the percentage of crashes involving a vehicle defect has decreased in recent years to less that that before repeal of the inspection law. A study could be conducted to determine whether the defects that have contributed to crashes since repeal of the vehicle inspection law were of the type that might have been detected under the previous inspection program. That study could also reveal types of inspections necessary to detect defects contributing to crashes for various types of vehicles.

TABLE 1. COMPARISON OF 2000 - 2004 CRASH RATES*

STATISTIC	2000	2001	2002	2003	2000-2003 Average	2004	Percent Change***
Crashes	89,480	81,556	84,816	82,253	84,526	78,947	-6.6
Fatal Crashes	591	633	666	714	651	741	13.8
Injury Crashes	24,555	22,459	22,999	21,606	22,905	19,781	-13.6
Mileage	27,941	28,499	28,449	28,449	28,335	28,324	0.0
Crashes Per Mile	3.20	2.86	2.98	2.89	2.98	2.79	-6.5
Vehicle Miles (Billion)	40.92	41.70	42.30	42.07	41.75	42.72	2.3
AADT	4,013	4,009	4,073	4,052	4,037	4,132	2.4
Crash Rate**	219	196	201	196	203	185	-8.9
Fatal Crash Rate**	1.44	1.52	1.57	1.70	1.56	1.73	11.1
Injury Crash Rate**	60	54	54	51	55	46	-16.0

* Data apply to streets and highways having known traffic volumes, route numbers, and mileposts.

** Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM).

*** Percent change in 2004 compared to 2000 through 2003 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2000-2004)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	59	630	284	92	0.0
Two-Lane	23,319	1,610	244	78	3.2
Three-Lane	31	5,270	146	35	1.7
Four-Lane Divided (Non-Interstate or Parkway)	551	11,380	122	37	1.4
Four-Lane Undivided	47	13,830	262	55	1.7
Interstate	530	31,990	52	13	0.7
Parkway	569	8,970	65	17	0.8
All	25,105	2,660	170	53	2.2

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2000-2004)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,183	6,580	273	64	0.9
Three-Lane	33	11,370	492	86	1.3
Four-Lane Divided (Non-Interstate or Parkway)	394	24,200	281	67	0.9
Four-Lane Undivided	289	19,630	458	101	1.2
Interstate	251	66,410	93	20	0.4
Parkway	47	12,260	108	22	0.9
All **	3,227	14,920	239	54	0.8

* Average for the five years.

** Includes small number of one-, five-, and six-lane highways.

TABLE 4. COMPARISON OF 2000 - 2004 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2000	2001	2002	2003	2000-2003 Average	2004	Percent Change*
Rural	One-Lane	285	324	259	228	274	321	17.3
	Two-Lane	255	248	247	238	247	231	-6.5
	Three-Lane	142	142	193	163	160	75	-53.1
	Four-Lane Divided (Non-Interstate or Parkway)	124	130	128	119	125	111	-11.2
	Four-Lane Undivided	341	270	256	232	275	200	-27.2
	Interstate	51	48	50	56	51	56	10.1
	Parkway	61	64	63	70	65	66	2.1
	All	177	173	172	168	173	160	-7.6
Urban	Two-Lane	333	268	268	263	283	242	-14.6
	Three-Lane	547	449	475	476	487	502	3.0
	Four-Lane Divided	323	247	293	287	288	256	-11.1
	Four-Lane Undivided	546	434	486	447	478	387	-19.0
	Interstate	98	91	88	93	93	94	2.0
	Parkway	98	115	110	112	109	105	-3.2
	All	278	226	240	233	244	219	-10.2

* Percent change from 2000 through 2003 to 2004.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2000-2004)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	192	195	0.23	0.85
	Two-Lane	167,340	77,730	0.59	0.73
	Three-Lane	430	102	1.92	0.44
	Four-Lane Divided (Non-Interstate or Parkway)	13,990	1,837	4.16	0.37
	Four-Lane Undivided	3,116	157	5.05	0.78
	Interstate	16,190	1,766	11.68	0.16
	Parkway	6,046	1,897	3.28	0.19
	All Rural	207,304	83,685	0.97	0.51
Urban	Two-Lane	71,721	7,276	2.40	0.82
	Three-Lane	3,374	110	4.15	1.48
	Four-Lane Divided	48,960	1,315	8.83	0.84
	Four-Lane Undivided	47,452	964	7.16	1.37
	Interstate	28,203	835	24.24	0.28
	Parkway	1,143	157	4.47	0.33
	All Urban**	209,720	10,755	5.45	0.72

* Average for the five years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2000-2004)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.98	4	3.28	8
	Two-Lane	2.15	6	7.18	15
	Three-Lane	4.22	10	14.05	24
	Four-Lane Divided (Non-Interstate or Parkway)	7.61	15	25.38	39
	Four-Lane Undivided	19.81	32	66.02	87
	Interstate	9.17	17	30.56	45
	Parkway	3.19	8	10.63	20
	All Rural	2.48	7	8.26	16
Urban	Two-Lane	9.86	18	32.86	48
	Three-Lane	30.62	45	102.08	129
	Four-Lane Divided	37.24	53	124.12	153
	Four-Lane Undivided	49.24	68	164.14	198
	Interstate	33.77	49	112.55	140
	Parkway	7.27	15	24.24	37
	All Urban**	19.50	31	65.00	86

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2000-2004)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,252	151	2,433	258	21	2.2	634	67
Allen	1,534	235	1,981	262	22	2.9	607	80
Anderson	1,801	192	2,410	226	14	1.3	635	60
Ballard	792	180	1,002	202	7	1.4	316	64
Barren	3,228	143	6,714	267	38	1.5	1,756	70
Bath	1,159	139	1,479	164	18	2.0	428	48
Bell	2,620	189	3,679	242	37	2.4	1,148	76
Boone	14,356	223	18,509	263	58	0.8	3,935	56
Bourbon	2,308	248	3,052	289	22	2.1	788	74
Boyd	6,059	271	9,689	382	39	1.5	2,355	93
Boyle	3,501	304	4,470	338	28	2.1	1,065	81
Bracken	940	197	1,147	216	18	3.4	347	65
Breathitt	1,992	270	2,038	251	44	5.4	943	116
Breckinridge	1,070	156	1,415	173	16	2.0	511	63
Bullitt	5,899	161	7,069	174	44	1.1	1,936	48
Butler	1,062	144	1,256	152	19	2.3	431	52
Caldwell	1,143	137	1,599	173	17	1.8	435	47
Calloway	3,800	303	5,304	366	40	2.8	1,077	74
Campbell	8,813	245	14,149	347	40	1.0	2,456	60
Carlisle	406	154	459	153	5	1.7	152	51
Carroll	1,949	166	2,165	174	26	2.1	504	41
Carter	2,192	118	3,236	159	44	2.2	963	47
Casey	1,038	176	1,193	175	23	3.4	397	58
Christian	7,428	208	9,533	245	69	1.8	2,454	63
Clark	2,816	131	5,879	249	38	1.6	1,260	53
Clay	1,932	180	2,413	204	37	3.1	1,031	87
Clinton	859	197	798	161	18	3.6	228	46
Crittenden	1,001	292	1,124	279	9	2.2	403	100
Cumberland	326	96	374	98	16	4.2	135	35
Daviess	5,560	168	17,062	437	49	1.3	3,822	98
Edmonson	924	174	1,183	195	15	2.5	366	60
Elliott	597	309	641	284	6	2.7	221	98
Estill	1,128	211	1,451	230	14	2.2	445	71
Fayette	27,209	219	65,089	468	135	1.0	13,213	95
Fleming	1,075	181	1,325	192	17	2.5	417	60
Floyd	4,412	186	5,124	196	62	2.4	2,288	87
Franklin	6,526	255	8,821	307	33	1.2	1,645	57
Fulton	503	156	967	269	9	2.5	265	74
Gallatin	972	84	1,141	94	12	1.0	390	32
Garrard	1,638	257	2,012	278	12	1.7	585	81
Grant	3,540	155	4,221	173	29	1.2	1,063	44
Graves	3,147	173	4,634	225	45	2.2	1,295	63
Grayson	3,019	234	3,676	253	38	2.6	1,060	73
Green	720	181	1,126	243	13	2.8	347	75
Greenup	2,245	159	3,671	225	30	1.8	1,002	61
Hancock	564	123	694	135	7	1.4	179	35
Hardin	11,270	197	14,236	225	89	1.4	3,130	50
Harlan	2,860	208	3,482	227	40	2.6	1,218	80
Harrison	1,840	322	2,717	398	13	1.9	674	99
Hart	1,763	99	2,182	116	34	1.8	637	34
Henderson	6,662	267	9,723	350	33	1.2	2,321	83
Henry	1,845	151	2,068	157	23	1.7	609	46
Hickman	367	119	450	132	8	2.3	164	48
Hopkins	6,062	226	8,001	268	40	1.3	1,946	65
Jackson	1,150	251	1,309	245	23	4.3	487	91
Jefferson	53,349	172	132,666	383	361	1.0	30,188	87
Jessamine	5,532	345	6,983	368	28	1.5	1,635	86
Johnson	2,800	258	2,823	230	30	2.4	966	79
Kenton	16,892	257	28,111	381	56	0.8	5,088	69
Knott	1,666	194	1,948	206	32	3.4	858	91

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2000-2004)(continued)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	3,314	230	4,063	255	41	2.6	1,376	86
Larue	1,406	169	1,667	181	26	2.8	466	51
Laurel	7,226	197	8,524	212	74	1.8	2,255	56
Lawrence	981	109	1,252	126	17	1.7	452	46
Lee	355	133	458	148	11	3.6	158	51
Leslie	1,082	184	1,313	202	34	5.2	670	103
Letcher	2,157	192	2,610	206	40	3.2	1,106	87
Lewis	1,150	167	1,344	176	26	3.4	448	59
Lincoln	1,648	153	2,162	178	25	2.1	718	59
Livingston	1,073	165	1,190	167	12	1.7	360	51
Logan	2,572	197	3,297	224	21	1.4	889	60
Lyon	999	90	1,157	100	11	1.0	303	26
McCracken	9,066	265	13,243	345	71	1.8	3,676	96
McCreary	1,277	191	1,559	208	23	3.1	549	73
McLean	926	192	1,083	191	13	2.3	338	60
Madison	9,175	214	13,317	289	74	1.6	2,655	58
Magoffin	1,098	176	1,237	179	21	3.0	552	80
Marion	1,992	286	2,514	311	24	3.0	701	87
Marshall	3,651	173	4,386	181	41	1.7	1,234	51
Martin	1,128	193	1,099	166	15	2.3	482	73
Mason	2,614	253	3,467	308	31	2.8	777	69
Meade	2,156	206	2,609	217	39	3.2	782	65
Menifee	464	207	506	191	5	1.9	175	66
Mercer	2,068	216	2,957	271	16	1.5	777	71
Metcalfe	1,029	206	1,162	207	14	2.5	326	58
Monroe	332	82	809	170	12	2.5	238	50
Montgomery	3,108	246	4,009	279	40	2.8	1,128	79
Morgan	1,360	225	1,518	223	13	1.9	581	85
Muhlenberg	3,701	232	4,341	241	48	2.7	1,318	73
Nelson	4,987	251	6,154	275	36	1.6	1,416	63
Nicholas	399	152	786	256	11	3.6	242	79
Ohio	2,497	171	3,281	205	35	2.2	1,100	69
Oldham	3,857	176	4,608	185	21	0.8	1,050	42
Owen	973	253	1,137	252	10	2.2	410	91
Owsley	287	171	332	171	7	3.6	117	60
Pendleton	1,418	278	1,983	326	17	2.8	518	85
Perry	3,584	233	4,751	277	50	2.9	1,774	104
Pike	8,015	231	10,240	265	107	2.8	4,140	107
Powell	1,138	133	1,593	170	21	2.2	507	54
Pulaski	7,071	256	9,347	295	89	2.8	2,164	68
Robertson	116	171	138	166	3	3.6	51	61
Rockcastle	2,140	100	2,429	109	28	1.3	657	29
Rowan	3,455	243	4,481	291	29	1.9	1,177	76
Russell	1,059	142	1,289	151	14	1.6	392	46
Scott	4,990	163	6,510	199	38	1.2	1,630	50
Shelby	5,088	178	6,110	198	58	1.9	1,431	46
Simpson	2,339	146	2,617	154	24	1.4	641	38
Spencer	762	153	1,143	196	14	2.4	373	64
Taylor	2,713	291	3,743	346	20	1.8	769	71
Todd	798	152	1,060	178	14	2.3	305	51
Trigg	1,126	128	1,401	146	17	1.8	448	47
Trimble	792	237	954	247	14	3.6	289	75
Union	1,660	241	2,085	267	22	2.8	701	90
Warren	14,069	247	21,217	340	110	1.8	5,023	80
Washington	1,176	189	1,400	202	13	1.9	388	56
Wayne	1,659	212	1,888	210	31	3.5	553	62
Webster	1,511	178	1,764	189	17	1.8	548	59
Whitley	3,779	148	4,853	174	59	2.1	1,341	48
Wolfe	853	156	999	169	15	2.5	352	59
Woodford	2,520	191	3,910	266	34	2.3	763	52
STATEWIDE	417,052	199	659,162	282	3,979	1.7	164,614	70

* Crashes per 100 million vehicle-miles (C/100 MVM)

Table 8. COUNTY POPULATIONS (2000 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	693,604	Meade	26,349	Jackson	13,495
Fayette	260,512	Letcher	25,277	Larue	13,373
Kenton	151,464	Clay	24,556	Magoffin	13,332
Hardin	94,174	Grayson	24,053	Powell	13,237
Warren	92,522	Johnson	23,445	Caldwell	13,060
Daviess	91,545	Lincoln	23,361	Butler	13,010
Campbell	88,616	Woodford	23,208	Trigg	12,597
Boone	85,991	Taylor	22,927	Martin	12,578
Christian	72,265	Ohio	22,916	Leslie	12,401
Madison	70,872	Montgomery	22,554	Todd	11,971
Pike	68,736	Grant	22,384	Spencer	11,766
McCracken	65,514	Rowan	22,094	Monroe	11,756
Bullitt	61,236	Mercer	20,817	Edmonson	11,644
Pulaski	56,217	Wayne	19,923	Green	11,518
Laurel	52,715	Bourbon	19,360	Bath	11,085
Boyd	49,752	Anderson	19,111	Washington	10,916
Franklin	47,687	Breckinridge	18,648	Owen	10,547
Hopkins	46,519	Marion	18,212	Carroll	10,155
Oldham	46,178	Harrison	17,983	Metcalfe	10,037
Henderson	44,829	Allen	17,800	McLean	9,938
Floyd	42,441	Knott	17,649	Livingston	9,804
Jessamine	39,041	Hart	17,445	Clinton	9,634
Barren	38,033	Adair	17,244	Crittenden	9,384
Nelson	37,477	McCreary	17,080	Hancock	8,392
Graves	37,028	Mason	16,800	Ballard	8,286
Greenup	36,891	Rockcastle	16,582	Bracken	8,279
Whitley	35,865	Simpson	16,405	Trimble	8,125
Calloway	34,177	Russell	16,315	Lyon	8,080
Shelby	33,337	Breathitt	16,100	Lee	7,916
Harlan	33,202	Union	15,637	Gallatin	7,870
Clark	33,144	Lawrence	15,569	Fulton	7,752
Scott	33,061	Casey	15,447	Cumberland	7,147
Muhlenberg	31,839	Estill	15,307	Wolfe	7,065
Knox	31,795	Henry	15,060	Nicholas	6,813
Marshall	30,125	Garrard	14,792	Elliott	6,748
Bell	30,060	Pendleton	14,390	Menifee	6,556
Perry	29,390	Webster	14,120	Carlisle	5,351
Boyle	27,697	Lewis	14,092	Hickman	5,262
Carter	26,889	Morgan	13,948	Owsley	4,858
Logan	26,573	Fleming	13,792	Robertson	2,266

TOTAL 4,041,769

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY
(2000-2004)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	98.29
10,000 - 14,999	25	313,612	180.89
15,000 - 24,999	32	611,992	374.79
25,000 - 50,000	27	954,656	574.47
OVER 50,000	15	2,005,983	1,109.77

POPULATION CATEGORY	TOTAL NUMBER OF CRASHES	CRASHES PER 100 MVM	CRITICAL CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	16,400	167	202	7
10,000 - 14,999	35,084	194	224	5
15,000 - 24,999	81,664	218	243	14
25,000 - 50,000	143,702	250	270	8
OVER 50,000	382,312	344	357	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL CRASHES	FATAL CRASHES PER 100 MVM	CRITICAL FATAL RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	217	2.21	6.70	0
10,000 - 14,999	444	2.45	6.15	0
15,000 - 24,999	825	2.20	4.91	1
25,000 - 50,000	1,067	1.86	3.68	0
OVER 50,000	1,426	1.28	2.08	2

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY CRASHES	FATAL OR INJURY CRASHES PER 100 MVM	CRITICAL FATAL OR INJURY CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	5,185	52.8	72.6	5
10,000 - 14,999	11,260	62.2	79.5	7
15,000 - 24,999	23,713	63.3	76.9	9
25,000 - 50,000	38,321	66.7	77.0	9
OVER 50,000	86,135	77.6	83.5	5

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2000-2004)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Elliott	641	284	*
Crittenden	1,124	279	*
Fulton	967	269	*
Nicholas	786	256	*
Trimble	954	247	*
Bracken	1,147	216	*
Ballard	1,002	202	*
Menifee	506	191	
McLean	1,083	191	
Owsley	332	171	
Wolfe	999	169	
Livingston	1,190	167	
Robertson	138	166	
Clinton	798	161	
Carlisle	459	153	
Lee	458	148	
Hancock	694	135	
Hickman	450	132	
Lyon	1,157	100	
Cumberland	374	98	
Gallatin	1,141	94	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,983	326	*
Garrard	2,012	278	*
Owen	1,137	252	*
Jackson	1,309	245	*
Green	1,126	243	*
Morgan	1,518	223	
Metcalfe	1,162	207	
Washington	1,400	202	
Leslie	1,313	202	
Spencer	1,143	196	
Edmonson	1,183	195	
Fleming	1,325	192	
Webster	1,764	189	
Larue	1,667	181	
Magoffin	1,237	179	
Todd	1,060	178	
Lewis	1,344	176	
Carroll	2,165	174	
Caldwell	1,599	173	
Monroe	809	170	
Powell	1,593	170	
Martin	1,099	166	
Bath	1,479	164	
Butler	1,256	152	
Trigg	1,401	146	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,717	398	*
Taylor	3,743	346	*
Marion	2,514	311	*
Mason	3,467	308	*
Rowan	4,481	291	*
Bourbon	3,052	289	*
Montgomery	4,009	279	*
Mercer	2,957	271	*
Union	2,085	267	*
Woodford	3,910	266	*
Allen	1,981	262	*
Adair	2,433	258	*
Grayson	3,676	253	*
Breathitt	2,038	251	*
Johnson	2,823	230	
Estill	1,451	230	
Anderson	2,410	226	
Wayne	1,888	210	
McCreary	1,559	208	
Knott	1,948	206	
Ohio	3,281	205	
Clay	2,413	204	
Lincoln	2,162	178	
Casey	1,193	175	
Breckinridge	1,415	173	
Grant	4,221	173	
Henry	2,068	157	
Simpson	2,617	154	
Russell	1,289	151	
Lawrence	1,252	126	
Hart	2,182	116	
Rockcastle	2,429	109	
POPULATION CATEGORY 25,000-50,000			
Boyd	9,689	382	*
Jessamine	6,983	368	*
Calloway	5,304	366	*
Henderson	9,723	350	*
Boyle	4,470	338	*
Franklin	8,821	307	*
Perry	4,751	277	*
Nelson	6,154	275	*
Hopkins	8,001	268	
Barren	6,714	267	
Knox	4,063	255	
Clark	5,879	249	
Bell	3,679	242	
Muhlenberg	4,341	241	
Harlan	3,482	227	
Greenup	3,671	225	
Graves	4,634	225	
Logan	3,297	224	
Meade	2,609	217	
Letcher	2,610	206	
Scott	6,510	199	
Shelby	6,110	198	
Floyd	5,124	196	
Oldham	4,608	185	
Marshall	4,386	181	
Whitley	4,853	174	
Carter	3,236	159	
POPULATION CATEGORY OVER 50,000			
Fayette	65,089	468	*
Daviess	17,062	437	*
Jefferson	132,666	383	*
Kenton	28,111	381	*
Campbell	14,149	347	
McCracken	13,243	345	
Warren	21,217	340	
Pulaski	9,347	295	
Madison	13,317	289	
Pike	10,240	265	
Boone	18,509	263	
Christian	9,533	245	
Hardin	14,236	225	
Laurel	8,524	212	
Bullitt	7,069	174	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2000-2004)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Elliott	597	309	*
Crittenden	1,001	292	*
Trimble	792	237	*
Menifee	464	207	*
Clinton	859	197	*
Bracken	940	197	*
McLean	926	192	*
Ballard	792	180	
Robertson	116	171	
Owsley	287	171	
Livingston	1,073	165	
Fulton	503	156	
Wolfe	853	156	
Carlisle	406	154	
Nicholas	399	152	
Lee	355	133	
Hancock	564	123	
Hickman	367	119	
Cumberland	326	96	
Lyon	999	90	
Gallatin	972	84	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,418	278	*
Garrard	1,638	257	*
Owen	973	253	*
Jackson	1,150	251	*
Morgan	1,360	225	*
Metcalfe	1,029	206	*
Martin	1,128	193	
Washington	1,176	189	
Leslie	1,082	184	
Fleming	1,075	181	
Green	720	181	
Webster	1,511	178	
Magoffin	1,098	176	
Edmonson	924	174	
Larue	1,406	169	
Lewis	1,150	167	
Carroll	1,949	166	
Spencer	762	153	
Todd	798	152	
Butler	1,062	144	
Bath	1,159	139	
Caldwell	1,143	137	
Powell	1,138	133	
Trigg	1,126	128	
Monroe	332	82	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,840	322	*
Taylor	2,713	291	*
Marion	1,992	286	*
Breathitt	1,992	270	*
Johnson	2,800	258	*
Mason	2,614	253	*
Bourbon	2,308	248	*
Montgomery	3,108	246	*
Rowan	3,455	243	*
Union	1,660	241	*
Allen	1,534	235	*
Grayson	3,019	234	*
Mercer	2,068	216	*
Wayne	1,659	212	
Estill	1,128	211	
Knott	1,666	194	
Anderson	1,801	192	
McCreary	1,277	191	
Woodford	2,520	191	
Clay	1,932	180	
Casey	1,038	176	
Ohio	2,497	171	
Breckinridge	1,070	156	
Grant	3,540	155	
Lincoln	1,648	153	
Adair	1,252	151	
Henry	1,845	151	
Simpson	2,339	146	
Russell	1,059	142	
Lawrence	981	109	
Rockcastle	2,140	100	
Hart	1,763	99	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,532	345	*
Boyle	3,501	304	*
Calloway	3,800	303	*
Boyd	6,059	271	*
Henderson	6,662	267	*
Franklin	6,526	255	*
Nelson	4,987	251	*
Perry	3,584	233	*
Muhlenberg	3,701	232	*
Knox	3,314	230	*
Hopkins	6,062	226	*
Harlan	2,860	208	
Meade	2,156	206	
Logan	2,572	197	
Letcher	2,157	192	
Bell	2,620	189	
Floyd	4,412	186	
Shelby	5,088	178	
Oldham	3,857	176	
Marshall	3,651	173	
Graves	3,147	173	
Scott	4,990	163	
Greenup	2,245	159	
Whitley	3,779	148	
Barren	3,228	143	
Clark	2,816	131	
Carter	2,192	118	
POPULATION CATEGORY OVER 50,000			
McCracken	9,066	265	*
Kenton	16,892	257	*
Pulaski	7,071	256	*
Warren	14,069	247	*
Campbell	8,813	245	*
Pike	8,015	231	*
Boone	14,356	223	*
Fayette	27,209	219	*
Madison	9,175	214	
Christian	7,428	208	
Hardin	11,270	197	
Laurel	7,226	197	
Jefferson	53,349	172	
Daviess	5,560	168	
Bullitt	5,899	161	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2000-2004)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	403	100	*
Elliott	221	98	*
Nicholas	242	79	*
Trimble	289	75	*
Fulton	265	74	*
Menifee	175	66	
Bracken	347	65	
Ballard	316	64	
Robertson	51	61	
McLean	338	60	
Owsley	117	60	
Wolfe	352	59	
Lee	158	51	
Carlisle	152	51	
Livingston	360	51	
Hickman	164	48	
Clinton	228	46	
Hancock	179	35	
Cumberland	135	35	
Gallatin	390	32	
Lyon	303	26	
POPULATION CATEGORY 10,000-14,999			
Leslie	670	103	*
Jackson	487	91	*
Owen	410	91	*
Pendleton	518	85	*
Morgan	581	85	*
Garrard	585	81	*
Magoffin	552	80	*
Green	347	75	
Martin	482	73	
Spencer	373	64	
Edmonson	366	60	
Fleming	417	60	
Lewis	448	59	
Webster	548	59	
Metcalfe	326	58	
Washington	388	56	
Powell	507	54	
Butler	431	52	
Larue	466	51	
Todd	305	51	
Monroe	238	50	
Bath	428	48	
Caldwell	435	47	
Trigg	448	47	
Carroll	504	41	
POPULATION CATEGORY 15,000-24,999			
Breathitt	943	116	*
Harrison	674	99	*
Knott	858	91	*
Union	701	90	*
Clay	1,031	87	*
Marion	701	87	*
Allen	607	80	*
Montgomery	1,128	79	*
Johnson	966	79	*
Rowan	1,177	76	
Bourbon	788	74	
Grayson	1,060	73	
McCreary	549	73	
Estill	445	71	
Mercer	777	71	
Taylor	769	71	
Ohio	1,100	69	
Mason	777	69	
Adair	634	67	
Breckinridge	511	63	
Wayne	553	62	
Anderson	635	60	
Lincoln	718	59	
Casey	397	58	
Woodford	763	52	
Russell	392	46	
Henry	609	46	
Lawrence	452	46	
Grant	1,063	44	
Simpson	641	38	
Hart	637	34	
Rockcastle	657	29	
POPULATION CATEGORY 25,000-50,000			
Perry	1,774	104	*
Boyd	2,355	93	*
Letcher	1,106	87	*
Floyd	2,288	87	*
Jessamine	1,635	86	*
Knox	1,376	86	*
Henderson	2,321	83	*
Boyle	1,065	81	*
Harlan	1,218	80	*
Bell	1,148	76	
Calloway	1,077	74	
Muhlenberg	1,318	73	
Barren	1,756	70	
Hopkins	1,946	65	
Meade	782	65	
Nelson	1,416	63	
Graves	1,295	63	
Greenup	1,002	61	
Logan	889	60	
Franklin	1,645	57	
Clark	1,260	53	
Marshall	1,234	51	
Scott	1,630	50	
Whitley	1,341	48	
Carter	963	47	
Shelby	1,431	46	
Oldham	1,050	42	
POPULATION CATEGORY OVER 50,000			
Pike	4,140	107	*
Daviess	3,822	98	*
McCracken	3,676	96	*
Fayette	13,213	95	*
Jefferson	30,188	87	*
Warren	5,023	80	
Kenton	5,088	69	
Pulaski	2,164	68	
Christian	2,454	63	
Campbell	2,456	60	
Madison	2,655	58	
Boone	3,935	56	
Laurel	2,255	56	
Hardin	3,130	50	
Bullitt	1,936	48	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2000-2004)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Cumberland	16	4.2
Owsley	7	3.6
Clinton	18	3.6
Robertson	3	3.6
Lee	11	3.6
Trimble	14	3.6
Nicholas	11	3.6
Bracken	18	3.4
Elliott	6	2.7
Wolfe	15	2.5
Fulton	9	2.5
McLean	13	2.3
Hickman	8	2.3
Crittenden	9	2.2
Menifee	5	1.9
Carlisle	5	1.7
Livingston	12	1.7
Hancock	7	1.4
Ballard	7	1.4
Lyon	11	1.0
Gallatin	12	1.0
POPULATION CATEGORY 10,000-14,999		
Leslie	34	5.2
Jackson	23	4.3
Lewis	26	3.4
Magoffin	21	3.0
Green	13	2.8
Pendleton	17	2.8
Larue	26	2.8
Edmonson	15	2.5
Metcalfe	14	2.5
Monroe	12	2.5
Fleming	17	2.5
Spencer	14	2.4
Martin	15	2.3
Butler	19	2.3
Todd	14	2.3
Powell	21	2.2
Owen	10	2.2
Carroll	26	2.1
Bath	18	2.0
Morgan	13	1.9
Washington	13	1.9
Caldwell	17	1.8
Webster	17	1.8
Trigg	17	1.8
Garrard	12	1.7
POPULATION CATEGORY 15,000-24,999		
Breathitt	44	5.4 *
Wayne	31	3.5
Casey	23	3.4
Knott	32	3.4
Clay	37	3.1
McCreary	23	3.1
Marion	24	3.0
Allen	22	2.9
Montgomery	40	2.8
Mason	31	2.8
Union	22	2.8
Grayson	38	2.6
Johnson	30	2.4
Woodford	34	2.3
Adair	21	2.2
Ohio	35	2.2
Estill	14	2.2
Bourbon	22	2.1
Lincoln	25	2.1
Breckinridge	16	2.0
Rowan	29	1.9
Harrison	13	1.9
Taylor	20	1.8
Hart	34	1.8
Henry	23	1.7
Lawrence	17	1.7
Russell	14	1.6
Mercer	16	1.5
Simpson	24	1.4
Rockcastle	28	1.3
Anderson	14	1.3
Grant	29	1.2
POPULATION CATEGORY 25,000-50,000		
Letcher	40	3.2
Meade	39	3.2
Perry	50	2.9
Calloway	40	2.8
Muhlenberg	48	2.7
Harlan	40	2.6
Knox	41	2.6
Floyd	62	2.4
Bell	37	2.4
Graves	45	2.2
Carter	44	2.2
Whitley	59	2.1
Boyle	28	2.1
Shelby	58	1.9
Greenup	30	1.8
Marshall	41	1.7
Clark	38	1.6
Nelson	36	1.6
Jessamine	28	1.5
Barren	38	1.5
Boyd	39	1.5
Logan	21	1.4
Hopkins	40	1.3
Scott	38	1.2
Henderson	33	1.2
Franklin	33	1.2
Oldham	21	0.8
POPULATION CATEGORY OVER 50,000		
Pike	107	2.8 *
Pulaski	89	2.8 *
Laurel	74	1.8
McCracken	71	1.8
Warren	110	1.8
Christian	69	1.8
Madison	74	1.6
Hardin	89	1.4
Daviess	49	1.3
Bullitt	44	1.1
Campbell	40	1.0
Fayette	135	1.0
Jefferson	361	1.0
Kenton	56	0.8
Boone	58	0.8

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2000	2001	2002	2003	2004	2000-2003 AVERAGE	2004 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Adair	556	471	501	436	469	491	-4.5	4.3	1.1	0.86	26.1	37.8	6.9
Allen	377	336	437	446	385	399	-3.5	5.2	1.1	1.11	30.6	50.0	8.1
Anderson	484	462	489	550	425	496	-14.4	4.8	0.4	0.58	26.3	47.1	6.6
Ballard	256	169	200	189	188	204	-7.6	6.5	0.4	0.70	31.5	43.4	5.5
Barren	1,275	1,283	1,378	1,394	1,384	1,333	3.9	3.0	0.5	0.57	26.2	50.9	6.7
Bath	324	305	259	295	296	296	0.1	7.5	1.4	1.22	28.9	34.0	9.5
Bell	697	717	772	775	718	740	-3.0	4.2	3.1	1.01	31.2	55.3	7.2
Boone	3,691	3,333	3,475	3,845	4,165	3,586	16.1	3.5	0.3	0.31	21.3	61.8	7.6
Bourbon	625	564	566	673	624	607	2.8	5.3	1.1	0.72	25.8	47.7	7.9
Boyd	1,915	1,822	1,940	2,014	1,998	1,923	3.9	3.4	1.0	0.40	24.3	61.1	4.9
Boyle	949	847	807	938	929	885	4.9	3.1	0.4	0.63	23.8	58.3	5.1
Bracken	271	264	227	200	185	241	-23.1	5.8	0.7	1.57	30.3	66.5	7.8
Breathitt	442	457	406	381	352	422	-16.5	6.0	2.4	2.16	46.3	48.7	6.1
Breckinridge	300	323	215	323	254	290	-12.5	5.5	0.5	1.13	36.1	57.5	3.3
Bullitt	1,324	1,279	1,473	1,444	1,549	1,380	12.2	4.3	0.2	0.62	27.4	68.1	4.7
Butler	231	271	275	230	249	252	-1.1	4.4	0.6	1.51	34.3	48.5	8.5
Caldwell	355	304	315	307	318	320	-0.7	4.4	1.2	1.06	27.2	65.7	7.5
Calloway	1,024	1,005	1,082	1,028	1,165	1,035	12.6	4.4	0.5	0.75	20.3	52.6	5.7
Campbell	2,746	2,614	2,752	3,012	3,025	2,781	8.8	4.7	0.5	0.28	17.4	56.2	6.5
Carlisle	69	68	106	112	104	89	17.2	4.1	1.1	1.09	33.1	47.4	11.8
Carroll	441	437	441	406	440	431	2.0	5.4	0.3	1.20	23.3	57.9	5.6
Carter	659	666	618	685	608	657	-7.5	5.1	1.8	1.36	29.8	53.3	11.8
Casey	264	275	267	171	216	244	-11.6	7.9	2.3	1.93	33.3	38.9	10.3
Christian	1,913	1,862	1,983	1,788	1,987	1,887	5.3	5.2	0.5	0.72	25.7	62.1	9.5
Clark	1,195	1,110	1,167	1,151	1,256	1,156	8.7	3.7	0.6	0.65	21.4	53.9	5.8
Clay	503	514	501	463	432	495	-12.8	4.9	4.3	1.53	42.7	55.0	10.4
Clinton	162	164	155	151	166	158	5.1	4.0	0.9	2.26	28.6	46.7	5.4
Crittenden	220	250	216	206	232	223	4.0	4.4	1.8	0.80	35.9	53.8	5.2
Cumberland	100	73	81	65	55	80	-31.0	6.7	1.9	4.28	36.1	40.6	8.8
Daviess	3,576	3,482	3,473	3,215	3,316	3,437	-3.5	4.4	0.6	0.29	22.4	72.2	4.9
Edmonson	230	267	235	233	218	241	-9.6	4.9	0.8	1.27	30.9	52.9	11.1
Elliott	159	144	118	114	106	134	-20.7	9.2	1.9	0.94	34.5	47.3	8.4
Estill	306	288	292	286	279	293	-4.8	6.3	1.5	0.96	30.7	39.6	13.2
Fayette	13,040	13,007	13,294	13,268	12,480	13,152	-5.1	4.4	0.4	0.21	20.3	71.0	6.2
Fleming	246	254	270	267	288	259	11.1	5.9	1.1	1.28	31.5	47.2	6.5
Floyd	1,004	1,073	1,023	1,007	1,017	1,027	-0.9	6.2	3.5	1.21	44.7	53.2	8.3
Franklin	1,731	1,815	1,773	1,740	1,762	1,765	-0.2	3.8	0.5	0.37	18.6	67.0	10.9
Fulton	237	182	198	199	151	204	-26.0	6.3	1.1	0.93	27.4	42.1	6.6
Gallatin	202	203	215	203	318	206	54.6	7.6	0.8	1.05	34.2	69.2	13.1
Garrard	398	374	415	416	409	401	2.1	4.9	0.6	0.60	29.1	56.2	13.4
Grant	915	865	825	781	835	847	-1.4	3.6	0.4	0.69	25.2	71.8	8.8
Graves	895	902	956	921	960	919	4.5	5.0	0.8	0.97	27.9	54.2	6.7
Grayson	747	762	692	714	761	729	4.4	4.4	0.5	1.03	28.8	53.3	7.5
Green	231	265	253	210	167	240	-30.3	4.2	0.3	1.15	30.8	41.8	3.4
Greenup	791	834	680	678	688	746	-7.7	4.6	1.9	0.82	27.3	61.6	10.2
Hancock	137	140	147	131	139	139	0.2	4.2	0.3	1.01	25.8	70.4	6.5
Hardin	2,773	2,744	2,852	2,918	2,949	2,822	4.5	3.3	0.5	0.63	22.0	55.5	7.1
Harlan	735	692	751	655	649	708	-8.4	4.5	2.2	1.15	35.0	38.1	9.5
Harrison	584	556	535	535	507	553	-8.2	5.0	0.5	0.48	24.8	55.5	6.4
Hart	417	413	416	479	457	431	6.0	4.3	0.7	1.56	29.2	50.2	10.3
Henderson	2,028	1,834	1,973	1,870	2,018	1,926	4.8	3.5	0.8	0.34	23.9	67.1	6.6
Henry	439	434	432	394	369	425	-13.1	6.0	0.4	1.11	29.4	50.3	11.8
Hickman	100	84	79	105	82	92	-10.9	6.4	1.8	1.78	36.4	45.1	9.6
Hopkins	1,565	1,520	1,699	1,607	1,610	1,598	0.8	2.8	0.6	0.50	24.3	65.9	8.1
Jackson	261	300	230	271	247	266	-7.0	5.8	1.5	1.76	37.2	40.2	11.4
Jefferson	29,214	26,674	24,606	24,199	27,973	26,173	6.9	3.9	0.2	0.27	22.8	74.0	4.3
Jessamine	1,344	1,372	1,402	1,470	1,395	1,397	-0.1	5.0	0.6	0.40	23.4	54.4	8.8
Johnson	600	590	588	537	508	579	-12.2	3.6	4.9	1.06	34.2	40.7	4.9
Kenton	5,666	5,387	5,491	5,706	5,861	5,563	5.4	4.7	0.6	0.20	18.1	75.3	7.7
Knott	347	402	413	410	376	393	-4.3	5.4	2.3	1.64	44.0	57.8	7.6

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY (continued)

COUNTY	NUMBER OF CRASHES BY YEAR 2000	2001	2002	2003	2004	2000-2003 AVERAGE	2004 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Knox	849	841	838	760	775	822	-5.7	4.5	3.1	1.01	33.9	43.2	10.0
Larue	355	327	301	340	344	331	4.0	4.7	0.4	1.56	28.0	52.1	8.5
Laurel	1,703	1,793	1,641	1,687	1,700	1,706	-0.4	3.4	1.5	0.87	26.5	54.6	6.0
Lawrence	293	297	285	212	165	272	-39.3	4.6	3.8	1.36	36.1	55.5	5.7
Lee	104	75	84	88	107	88	21.9	6.6	1.5	2.40	34.5	46.5	11.6
Leslie	248	276	264	244	281	258	8.9	7.2	4.6	2.59	51.0	49.8	10.3
Letcher	557	520	565	451	517	523	-1.2	6.1	2.2	1.53	42.4	36.7	8.9
Lewis	269	247	271	275	282	266	6.2	7.6	1.0	1.93	33.3	65.2	8.5
Lincoln	506	374	313	474	495	417	18.8	6.3	1.2	1.16	33.2	46.0	11.1
Livingston	240	215	244	256	235	239	-1.6	6.0	1.3	1.01	30.3	61.3	7.1
Logan	646	668	683	631	669	657	1.8	4.6	1.0	0.64	27.0	49.5	5.0
Lyon	239	201	243	250	224	233	-4.0	4.9	1.0	0.95	26.2	65.4	11.1
McCracken	2,562	2,565	2,670	2,643	2,803	2,610	7.4	4.6	0.5	0.54	27.8	56.4	5.0
McCreary	330	345	343	293	248	328	-24.3	5.9	1.6	1.48	35.2	46.9	12.0
McLean	228	233	212	199	211	218	-3.2	5.1	0.6	1.20	31.2	47.3	7.8
Madison	2,615	2,628	2,655	2,757	2,662	2,664	-0.1	4.8	0.5	0.56	19.9	65.8	11.5
Magoffin	245	241	259	245	247	248	-0.2	5.7	5.4	1.70	44.6	34.2	8.1
Marion	524	498	496	468	528	497	6.3	9.4	0.3	0.95	27.9	54.9	7.6
Marshall	795	890	903	937	861	881	-2.3	4.4	1.3	0.93	28.1	52.6	11.3
Martin	285	265	220	157	172	232	-25.8	5.6	5.7	1.36	43.9	49.6	9.1
Mason	730	630	684	727	696	693	0.5	5.7	0.8	0.89	22.4	50.6	5.9
Meade	520	480	501	575	533	519	2.7	6.2	0.5	1.49	30.0	41.0	4.9
Menifee	91	109	76	113	117	97	20.3	8.7	0.8	0.99	34.6	40.9	7.9
Mercer	599	581	622	568	587	593	-0.9	5.0	0.5	0.54	26.3	52.7	7.0
Metcalfe	248	247	228	238	201	240	-16.3	3.4	0.5	1.20	28.1	42.1	4.2
Monroe	195	175	155	126	158	163	-2.9	3.7	0.7	1.48	29.4	30.3	3.6
Montgomery	826	809	780	766	828	795	4.1	5.8	0.7	1.00	28.1	39.6	6.3
Morgan	309	344	311	301	253	316	-20.0	5.1	0.5	0.86	38.3	56.9	17.6
Muhlenberg	956	893	885	783	824	879	-6.3	3.8	0.9	1.11	30.4	61.9	7.5
Nelson	1,206	1,201	1,255	1,236	1,256	1,225	2.6	4.7	0.5	0.58	23.0	59.6	8.2
Nicholas	168	170	168	168	112	169	-33.5	8.4	1.7	1.40	30.8	45.2	5.3
Ohio	608	626	664	702	681	650	4.8	4.2	1.1	1.07	33.5	59.4	9.4
Oldham	867	807	979	997	958	913	5.0	3.6	0.4	0.46	22.8	68.6	10.2
Owen	269	210	235	208	215	231	-6.7	7.8	0.3	0.88	36.1	38.7	15.7
Owsley	87	50	25	98	72	65	10.8	10.5	2.7	2.11	35.2	32.3	10.5
Pendleton	381	392	404	402	404	395	2.3	5.9	0.8	0.86	26.1	55.7	6.0
Perry	1,048	1,005	958	878	862	972	-11.3	4.3	2.1	1.05	37.3	47.3	6.8
Pike	2,056	2,085	2,089	2,026	1,984	2,064	-3.9	5.0	4.4	1.04	40.4	41.2	9.0
Powell	323	316	336	299	319	319	0.2	5.8	1.6	1.32	31.8	53.1	7.0
Pulaski	1,677	1,869	1,838	1,948	2,015	1,833	9.9	3.5	0.9	0.95	23.2	49.6	7.3
Robertson	46	34	19	18	21	29	-28.2	13.0	0.0	2.17	37.0	48.1	8.7
Rockcastle	443	437	485	518	546	471	16.0	3.2	1.2	1.15	27.0	60.0	10.0
Rowan	905	912	922	902	840	910	-7.7	4.4	0.5	0.65	26.3	56.3	7.1
Russell	366	221	206	208	288	250	15.1	6.6	1.6	1.09	30.4	54.4	8.3
Scott	1,345	1,233	1,310	1,343	1,279	1,308	-2.2	3.7	0.4	0.58	25.0	66.4	9.2
Shelby	1,229	1,194	1,278	1,188	1,221	1,222	-0.1	5.5	0.5	0.95	23.4	66.2	6.5
Simpson	520	560	514	522	501	529	-5.3	4.5	0.7	0.92	24.5	52.8	6.2
Spencer	235	186	248	240	234	227	3.0	7.9	1.1	1.22	32.6	60.4	8.7
Taylor	688	719	816	782	738	751	-1.8	3.9	0.7	0.53	20.5	51.8	4.9
Todd	225	214	221	222	178	221	-19.3	4.5	0.6	1.32	28.8	61.4	11.5
Trigg	264	324	259	266	288	278	3.5	4.3	0.5	1.21	32.0	68.8	6.9
Trimble	208	197	183	185	181	193	-6.3	6.3	0.6	1.47	30.3	53.1	11.8
Union	469	406	413	398	399	422	-5.3	5.3	0.5	1.06	33.6	71.6	10.7
Warren	4,003	4,200	4,440	4,239	4,335	4,221	2.7	3.9	0.6	0.52	23.7	60.5	7.5
Washington	268	276	320	273	263	284	-7.5	5.7	0.4	0.93	27.7	51.4	11.3
Wayne	492	343	315	357	381	377	1.1	4.1	0.8	1.64	29.3	37.9	7.4
Webster	400	340	366	350	308	364	-15.4	4.8	0.7	0.96	31.1	65.1	8.7
Whitley	1,013	944	882	989	1,025	957	7.1	3.9	1.5	1.22	27.6	55.9	8.6
Wolfe	205	156	208	213	217	196	11.0	6.4	2.0	1.50	35.2	50.1	8.4
Woodford	712	692	829	872	805	776	3.7	6.3	0.5	0.87	19.5	67.6	7.6
STATEWIDE	135,079	130,190	130,347	129,828	133,718	131,361	1.8	4.4	0.8	0.60	25.0	60.1	6.9

* Percent change in the 2004 crash total from the previous four year total

** Based on observation data collected in 2004

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2000-2004)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	11,119	573	52,525	40
Louisville	256,231	25,866	219	66,009	52
Owensboro	54,067	1,632	228	10,401	39
Bowling Green	49,296	8,380	518	12,920	52
Covington	43,370	4,024	329	8,490	39
Hopkinsville	30,089	3,919	346	4,756	32
Frankfort	27,741	3,729	414	4,980	36
Henderson	27,373	3,241	434	5,686	42
Richmond	27,152	1,465	606	5,465	40
Jeffersontown	26,633	1,912	496	3,853	29
Paducah	26,307	3,183	427	6,888	52
Florence	23,551	5,595	255	7,426	63
Elizabethtown	22,542	4,887	308	5,256	47
Ashland	21,981	2,455	507	4,630	42
Radcliff	21,961	1,700	383	2,354	21
Nicholasville	19,680	2,142	511	3,213	33
Madisonville	19,307	2,629	582	3,597	37
Georgetown	18,080	1,205	490	2,674	30
Newport	17,048	1,917	1,005	3,693	43
Winchester	16,724	748	221	3,137	38
Erlanger	16,676	1,542	903	3,164	38
Fort Thomas	16,495	409	443	974	12
Saint Matthews	15,852	265	497	***	***
Danville	15,477	1,020	680	2,786	36
Shively	15,157	564	645	3,506	46
Independence	14,982	2,277	391	1,700	23
Murray	14,950	1,902	578	2,752	37
Glasgow	13,019	974	284	2,644	41
Somerset	11,352	2,130	475	3,568	63
Campbellsville	10,498	1,234	585	2,031	39
Middlesboro	10,384	1,109	316	1,537	30
Bardstown	10,374	1,736	529	2,476	48
Mayfield	10,349	316	329	1,673	32
Shelbyville	10,085	1,178	609	2,182	43
Berea	9,851	918	468	1,669	34
Edgewood	9,400	191	634	661	14
Lyndon	9,369	***	***	74	2
Paris	9,183	1,062	472	1,424	31
Lawrenceburg	9,014	454	612	782	17
Maysville	8,993	1,040	283	1,876	42
Mount Washington	8,485	462	343	780	18
Shepherdsville	8,334	961	929	1,915	46
Alexandria	8,286	685	295	1,072	26
Elsmere	8,139	319	368	578	14
Fort Mitchell	8,089	514	559	970	24
Harrodsburg	8,014	606	545	1,311	33
Franklin	7,996	573	409	1,022	26
Villa Hills	7,948	119	462	346	9
Corbin	7,742	1,138	511	1,359	35
Flatwoods	7,605	82	70	551	15
Versailles	7,511	550	339	1,479	39
Russellville	7,149	522	212	1,288	36
Oak Grove	7,064	***	***	1,086	31
Taylor Mill	6,913	286	407	1,069	31
Highland Heights	6,554	666	148	819	25
Princeton	6,536	428	227	702	22
Bellevue	6,480	126	290	888	27
Pikeville	6,295	1,069	254	1,947	62
Cynthiana	6,258	529	629	1,104	35
Leitchfield	6,139	897	836	1,417	46
Monticello	5,981	593	261	1,098	37
Dayton	5,966	20	197	263	9
Morehead	5,914	1,034	447	2,061	70
Wilmore	5,905	160	514	220	8

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2000-2004)(continued)

CITY	POPULATION	STATE-MAINTAINED SYSTEM TOTAL CRASHES	STATE-MAINTAINED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Central City	5,893	541	303	714	24
Mount Sterling	5,876	679	604	1,485	51
Middletown	5,744	***	***	54	2
Lebanon	5,718	898	582	1,042	36
London	5,692	1,775	259	2,657	93
Fort Wright	5,681	833	470	1,812	64
La Grange	5,676	184	271	834	29
Williamsburg	5,143	506	131	777	30
Westwood	4,888	***	***	***	***
Hazard	4,806	704	181	1,797	75
Ludlow	4,409	178	517	194	9
Greenville	4,398	476	514	737	34
Scottsville	4,327	443	376	610	28
Benton	4,197	476	619	832	40
Vine Grove	4,169	241	324	290	14
Paintsville	4,132	940	775	1,069	52
Columbia	4,014	131	101	939	47
Crescent Springs	3,931	***	***	697	36
Grayson	3,877	127	140	789	41
Carrollton	3,846	345	492	760	40
Cold Spring	3,806	686	350	889	47
Lancaster	3,734	232	725	551	30
Russell	3,645	368	233	631	35
Prestonsburg	3,612	587	319	1,105	61
Providence	3,611	156	229	178	10
Barbourville	3,589	465	173	625	35
Morganfield	3,494	286	497	532	31
Southgate	3,472	303	536	349	20
Stanford	3,430	141	128	437	26
West Liberty	3,277	264	365	376	23
Williamstown	3,227	***	***	560	35
Marion	3,196	219	508	380	24
Beaver Dam	3,033	84	157	525	35
Stanton	3,029	155	128	420	28
Flemingsburg	3,010	45	83	361	24
Dawson Springs	2,980	182	393	224	15
Park Hills	2,977	184	639	156	11
Union	2,893	***	***	471	33
Crestview Hills	2,889	***	***	980	68
Indian Hills	2,882	***	***	144	10
Hodgenville	2,874	256	432	482	34
Lakeside Park	2,869	260	457	261	18
Irvine	2,843	210	291	404	28
Fulton	2,775	64	62	407	29
Calvert City	2,701	117	124	301	22
Tompkinsville	2,660	23	27	421	32
Springfield	2,634	336	533	473	36
Wilder	2,624	***	***	618	47
Cumberland	2,611	55	120	160	12
Mount Vernon	2,592	256	379	582	45
Hartford	2,571	122	418	293	23
Hickman	2,560	55	200	127	10
Morgantown	2,544	129	641	446	35

* Crashes per 100 million vehicle-miles.
** Crashes per 1,000 population.
*** No data available.

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2000-2004) (ALL ROADS)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Lexington	260,512	106	0.81	439	3.40	247	1.90	354	2.7	6.0	4.5
Louisville	256,231	140	1.09	976	7.60	514	4.00	587	4.6	4.1	3.7
Owensboro	54,067	11	0.41	62	2.30	93	3.40	75	2.8	3.1	3.8
Bowling Green	49,296	20	0.81	74	3.00	56	2.30	98	4.0	5.5	3.3
Covington	43,370	12	0.55	159	7.30	80	3.70	42	1.9	4.9	4.6
Hopkinsville	30,089	21	1.40	47	3.10	27	1.80	41	2.7	8.2	4.0
Frankfort	27,741	13	0.94	33	2.40	15	1.10	28	2.0	7.1	2.9
Henderson	27,373	9	0.66	58	4.20	33	2.40	50	3.7	4.5	2.8
Richmond	27,152	11	0.81	41	3.00	18	1.30	37	2.7	6.6	4.4
Jeffersontown	26,633	6	0.45	23	1.70	16	1.20	15	1.1	4.9	2.5
Paducah	26,307	22	1.67	44	3.30	43	3.30	79	6.0	4.1	3.4
Florence	23,551	9	0.76	35	3.00	25	2.10	44	3.7	4.5	2.4
Elizabethtown	22,542	15	1.33	22	2.00	8	0.70	50	4.4	5.3	1.8
Ashland	21,981	11	1.00	36	3.30	17	1.50	35	3.2	3.6	2.8
Radcliff	21,961	7	0.64	14	1.30	9	0.80	34	3.1	3.6	3.2
Nicholasville	19,680	7	0.71	27	2.70	17	1.70	22	2.2	4.9	4.4
Madisonville	19,307	4	0.41	20	2.10	20	2.10	42	4.4	4.4	1.8
Georgetown	18,080	11	1.22	20	2.20	14	1.50	29	3.2	5.2	3.1
Newport	17,048	3	0.35	75	8.80	65	7.60	37	4.3	3.7	4.7
Winchester	16,724	5	0.60	21	2.50	15	1.80	16	1.9	2.8	2.8
Erlanger	16,676	8	0.96	18	2.20	15	1.80	24	2.9	11.1	4.0
Fort Thomas	16,495	4	0.48	14	1.70	6	0.70	6	0.7	8.7	4.8
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	9	1.16	23	3.00	9	1.20	22	2.8	3.2	2.3
Shively	15,157	3	0.40	59	7.80	18	2.40	32	4.2	2.8	3.7
Independence	14,982	4	0.53	12	1.60	5	0.70	13	1.7	7.5	5.5
Murray	14,950	6	0.80	11	1.50	9	1.20	23	3.1	2.9	2.1
Glasgow	13,019	3	0.46	13	2.00	7	1.10	13	2.0	4.2	1.6
Somerset	11,352	12	2.11	23	4.10	10	1.80	25	4.4	4.9	1.8
Campbellsville	10,498	4	0.76	9	1.70	11	2.10	14	2.7	3.6	2.8
Middlesboro	10,384	4	0.77	14	2.70	9	1.70	7	1.3	3.1	4.5
Bardstown	10,374	7	1.35	23	4.40	17	3.30	21	4.0	3.4	2.7
Mayfield	10,349	4	0.77	12	2.30	8	1.50	14	2.7	2.3	2.5
Shelbyville	10,085	10	1.98	12	2.40	8	1.60	10	2.0	3.0	5.8
Berea	9,851	3	0.61	8	1.60	6	1.20	10	2.0	6.5	2.6
Edgewood	9,400	0	0.00	5	1.10	3	0.60	5	1.1	10.3	2.7
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	3	0.65	10	2.20	2	0.40	16	3.5	2.8	2.8
Lawrenceburg	9,014	1	0.22	4	0.90	2	0.40	4	0.9	3.1	2.9
Maysville	8,993	11	2.45	10	2.20	9	2.00	9	2.0	5.5	4.3
Mount Washington	8,485	6	1.41	9	2.10	2	0.50	8	1.9	2.9	2.9
Shepherdsville	8,334	7	1.68	8	1.90	4	1.00	20	4.8	2.1	3.4
Alexandria	8,286	4	0.97	4	1.00	6	1.40	8	1.9	8.9	2.2
Elsmere	8,139	0	0.00	14	3.40	9	2.20	5	1.2	5.7	5.9
Fort Mitchell	8,089	3	0.74	5	1.20	0	0.00	7	1.7	9.4	5.6
Harrodsburg	8,014	3	0.75	16	4.00	2	0.50	12	3.0	4.7	3.2
Franklin	7,996	3	0.75	8	2.00	10	2.50	3	0.8	2.3	3.8
Villa Hills	7,948	2	0.50	4	1.00	2	0.50	4	1.0	18.2	6.1
Corbin	7,742	4	1.03	10	2.60	8	2.10	6	1.5	5.6	1.0
Flatwoods	7,605	2	0.53	3	0.80	6	1.60	5	1.3	7.8	2.9
Versailles	7,511	1	0.27	17	4.50	6	1.60	9	2.4	4.3	4.2
Russellville	7,149	0	0.00	13	3.60	13	3.60	9	2.5	4.0	3.0
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	3	0.87	3	0.90	2	0.60	5	1.4	10.4	3.8
Highland Heights	6,554	2	0.61	1	0.30	6	1.80	4	1.2	8.7	3.4
Princeton	6,536	2	0.61	2	0.60	5	1.50	5	1.5	5.1	4.6
Bellevue	6,480	1	0.31	11	3.40	16	4.90	2	0.6	3.5	4.2
Pikeville	6,295	12	3.81	8	2.50	0	0.00	29	9.2	5.7	3.9
Cynthiana	6,258	1	0.32	15	4.80	6	1.90	12	3.8	2.7	3.2
Leitchfield	6,139	2	0.65	13	4.20	4	1.30	8	2.6	2.5	2.3
Monticello	5,981	10	3.34	3	1.00	2	0.70	3	1.0	7.7	3.6
Dayton	5,966	0	0.00	8	2.70	6	2.00	3	1.0	2.7	6.8

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2000-2004) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	5	1.69	9	3.00	9	3.00	19	6.4	3.5	3.0
Wilmore	5,905	0	0.00	4	1.40	0	0.00	0	0.0	9.1	2.3
Central City	5,893	5	1.70	2	0.70	4	1.40	15	5.1	5.3	2.5
Mount Sterling	5,876	6	2.04	9	3.10	1	0.30	15	5.1	3.2	4.0
Middletown	5,744	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lebanon	5,718	2	0.70	14	4.90	4	1.40	9	3.1	3.4	4.7
London	5,692	7	2.46	8	2.80	4	1.40	13	4.6	3.9	2.3
Fort Wright	5,681	0	0.00	1	0.40	1	0.40	7	2.5	6.8	3.4
La Grange	5,676	5	1.76	4	1.40	0	0.00	5	1.8	3.6	2.3
Williamsburg	5,143	2	0.78	9	3.50	2	0.80	9	3.5	3.7	2.6
Hazard	4,806	8	3.33	9	3.70	0	0.00	12	5.0	2.3	2.1
Ludlow	4,409	1	0.45	5	2.30	4	1.80	2	0.9	5.2	8.2
Greenville	4,398	3	1.36	3	1.40	3	1.40	7	3.2	5.0	3.5
Scottsville	4,327	1	0.46	0	0.00	3	1.40	8	3.7	3.8	3.9
Benton	4,197	3	1.43	5	2.40	2	1.00	9	4.3	5.8	1.4
Vine Grove	4,169	1	0.48	0	0.00	2	1.00	3	1.4	6.9	7.6
Paintsville	4,132	11	5.32	8	3.90	2	1.00	8	3.9	2.5	1.4
Columbia	4,014	1	0.50	7	3.50	2	1.00	11	5.5	4.4	2.6
Crescent Springs	3,931	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Grayson	3,877	1	0.52	8	4.10	1	0.50	8	4.1	5.2	2.7
Carrollton	3,846	4	2.08	6	3.10	4	2.10	8	4.2	2.8	3.7
Cold Spring	3,806	2	1.05	3	1.60	3	1.60	6	3.2	6.5	3.6
Lancaster	3,734	0	0.00	7	3.70	5	2.70	4	2.1	6.9	2.7
Russell	3,645	2	1.10	1	0.50	3	1.60	6	3.3	4.4	3.8
Prestonsburg	3,612	5	2.77	6	3.30	1	0.60	9	5.0	3.6	4.3
Providence	3,611	1	0.55	0	0.00	1	0.60	6	3.3	5.1	3.4
Barbourville	3,589	4	2.23	9	5.00	1	0.60	5	2.8	3.0	2.9
Morganfield	3,494	4	2.29	8	4.60	1	0.60	8	4.6	5.5	3.0
Southgate	3,472	1	0.58	4	2.30	0	0.00	1	0.6	5.4	4.3
Stanford	3,430	5	2.92	3	1.70	3	1.70	4	2.3	4.6	2.5
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	1	0.62	8	5.00	2	1.20	6	3.7	10.0	3.6
Marion	3,196	0	0.00	5	3.10	1	0.60	4	2.5	3.4	1.3
Beaver Dam	3,033	4	2.64	0	0.00	1	0.70	5	3.3	4.2	3.0
Stanton	3,029	1	0.66	2	1.30	1	0.70	5	3.3	2.9	2.6
Flemingsburg	3,010	1	0.66	2	1.30	0	0.00	3	2.0	5.3	1.9
Dawson Springs	2,980	0	0.00	3	2.00	0	0.00	3	2.0	2.7	2.2
Park Hills	2,977	0	0.00	0	0.00	0	0.00	0	0.0	14.7	6.4
Union	2,893	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Crestview Hills	2,889	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Indian Hills	2,882	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Hodgenville	2,874	4	2.78	3	2.10	3	2.10	4	2.8	6.8	2.3
Lakeside Park	2,869	1	0.70	4	2.80	1	0.70	2	1.4	5.0	5.7
Irvine	2,843	2	1.41	6	4.20	2	1.40	3	2.1	4.7	4.5
Fulton	2,775	4	2.88	3	2.20	3	2.20	10	7.2	4.2	3.7
Calvert City	2,701	4	2.96	0	0.00	2	1.50	6	4.4	8.3	5.6
Tompkinsville	2,660	2	1.50	2	1.50	3	2.30	1	0.8	1.9	3.1
Springfield	2,634	1	0.76	5	3.80	0	0.00	4	3.0	5.5	2.5
Wilder	2,624	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Cumberland	2,611	0	0.00	2	1.50	0	0.00	3	2.3	4.4	5.0
Mount Vernon	2,592	6	4.63	2	1.50	2	1.50	5	3.9	5.0	2.4
Hartford	2,571	2	1.56	2	1.60	1	0.80	1	0.8	3.8	3.1
Hickman	2,560	0	0.00	0	0.00	1	0.80	2	1.6	3.9	8.7
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	730	0.90	2,882	3.6	1,690	2.09	2,434	3.0	4.8	3.5

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2000-2004)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2000-2004)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	269	Lexington	11,119	573
			Louisville	25,866	219
20,000-55,000	13	371	Richmond	1,465	606
			Bowling Green	8,380	518
			Ashland	2,455	507
			Jeffersontown	1,912	496
			Henderson	3,241	434
			Paducah	3,183	427
			Frankfort	3,729	414
			Radcliff	1,700	383
			Hopkinsville	3,919	346
			Covington	4,024	329
			Elizabethtown	4,887	308
			Florence	5,595	255
			Owensboro	1,632	228
10,000-19,999	19	498	Newport	1,917	1,005
			Erlanger	1,542	903
			Danville	1,020	680
			Shively	564	645
			Shelbyville	1,178	609
			Campbellsville	1,234	585
			Madisonville	2,629	582
			Murray	1,902	578
			Bardstown	1,736	529
			Nicholasville	2,142	511
			Saint Matthews	265	497
			Georgetown	1,205	490
			Somerset	2,130	475
			Fort Thomas	409	443
			Independence	2,277	391
			Mayfield	316	329
			Middlesboro	1,109	316
			Glasgow	974	284
			Winchester	748	221
5,000-9,999	35	346	Shepherdsville	961	929
			Leitchfield	897	836
			Edgewood	191	634
			Cynthiana	529	629
			Lawrenceburg	454	612
			Mount Sterling	679	604
			Lebanon	898	582
			Fort Mitchell	514	559
			Harrodsburg	606	545
			Wilmore	160	514
			Corbin	1,138	511
			Paris	1,062	472
			Fort Wright	833	470
			Berea	918	468
			Villa Hills	119	462
			Morehead	1,034	447
			Franklin	573	409
			Taylor Mill	286	407
			Elsmere	319	368
			Mount Washington	462	343
			Versailles	550	339
			Central City	541	303
			Alexandria	685	295
			Bellevue	126	290
			Maysville	1,040	283
			La Grange	184	271

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2000-2004)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2000-2004)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	346	Monticello	593	261
			London	1,775	259
			Pikeville	1,069	254
			Princeton	428	227
			Russellville	522	212
			Dayton	20	197
			Highland Heights	666	148
			Williamsburg	506	131
			Flatwoods	82	70
2,500-4,999	38	297	Paintsville	940	775
			Lancaster	232	725
			Morgantown	129	641
			Park Hills	184	639
			Benton	476	619
			Southgate	303	536
			Springfield	336	533
			Ludlow	178	517
			Greenville	476	514
			Marion	219	508
			Morganfield	286	497
			Carrollton	345	492
			Lakeside Park	260	457
			Hodgenville	256	432
			Hartford	122	418
			Dawson Springs	182	393
			Mount Vernon	256	379
			Scottsville	443	376
			West Liberty	264	365
			Cold Spring	686	350
			Vine Grove	241	324
			Prestonsburg	587	319
			Irvine	210	291
			Russell	368	233
			Providence	156	229
			Hickman	55	200
			Hazard	704	181
			Barbourville	465	173
			Beaver Dam	84	157
			Grayson	127	140
			Stanton	155	128
			Stanford	141	128
			Calvert City	117	124
			Cumberland	55	120
			Columbia	131	101
			Flemingsburg	45	83
			Fulton	64	62
			Tompkinsville	23	27
1,000-2,499	57	252	Dry Ridge	260	776
			Jackson	489	609
			Walton	353	517
			Uniontown	27	488
			Albany	274	470
			Vanceburg	75	439
			Eminence	152	416
			Edmonton	274	410
			Owingsville	172	406
			Munfordville	162	406
			Liberty	279	362
			Jenkins	88	356
			Livermore	72	355

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2000-2004)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2000-2004)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	57	252	Louisa	200	343
			Horse Cave	212	327
			Nortonville	62	319
			Sebree	91	310
			Manchester	327	307
			Harlan	463	306
			Salyersville	194	296
			Elkhorn City	34	288
			Falmouth	116	278
			Clay City	74	276
			Catlettsburg	340	275
			Evarts	56	273
			Warsaw	8	272
			Lacenter	50	254
			Sturgis	65	244
			Junction City	25	243
			Earlington	97	238
			Muldraugh	128	235
			Anchorage	36	202
			Clay	20	192
			Owenton	63	183
			Burkesville	80	180
			Beattyville	64	178
			Elkton	44	173
			Hardinsburg	54	166
			Cadiz	161	162
			Lewisport	6	160
			Whitesburg	283	156
			Worthington	12	149
			Lebanon Junction	26	145
			Eddyville	164	145
			Jamestown	134	141
			Brandenburg	139	137
			Olive Hill	40	131
			South Shore	43	125
			Raceland	61	115
			Pineville	67	102
			Russell Springs	82	88
			Greensburg	37	81
			Carlisle	14	77
			Auburn	5	71
			Clinton	15	52
			Cloverport	15	52
			Cave City	15	22

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2000-2004)(ALL ROADS)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	66,009	51.5	*
Lexington	52,525	40.3	
POPULATION CATEGORY 20,000-55,000			
Florence	7,426	63.1	*
Paducah	6,888	52.4	*
Bowling Green	12,920	52.4	*
Elizabethtown	5,256	46.6	
Ashland	4,630	42.1	
Henderson	5,686	41.5	
Richmond	5,465	40.3	
Covington	8,490	39.2	
Owensboro	10,401	38.5	
Frankfort	4,980	35.9	
Hopkinsville	4,756	31.6	
Jeffersontown	3,853	28.9	
Radcliff	2,354	21.4	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,568	62.9	*
Bardstown	2,476	47.7	*
Shively	3,506	46.3	*
Newport	3,693	43.3	
Shelbyville	2,182	43.3	
Glasgow	2,644	40.6	
Campbellsville	2,031	38.7	
Erlanger	3,164	37.9	
Winchester	3,137	37.5	
Madisonville	3,597	37.3	
Murray	2,752	36.8	
Danville	2,786	36.0	
Nicholasville	3,213	32.7	
Mayfield	1,673	32.3	
Middlesboro	1,537	29.6	
Georgetown	2,674	29.6	
Independence	1,700	22.7	
Fort Thomas	974	11.8	
POPULATION CATEGORY 5,000-9,999			
London	2,657	93.4	*
Morehead	2,061	69.7	*
Fort Wright	1,812	63.8	*
Pikeville	1,947	61.9	*
Mount Sterling	1,485	50.5	*
Leitchfield	1,417	46.2	*
Shepherdsville	1,915	46.0	*
Maysville	1,876	41.7	*
Versailles	1,479	39.4	
Monticello	1,098	36.7	
Lebanon	1,042	36.4	
Russellville	1,288	36.0	
Cynthiana	1,104	35.3	
Corbin	1,359	35.1	
Berea	1,669	33.9	
Harrodsburg	1,311	32.7	
Paris	1,424	31.0	
Taylor Mill	1,069	30.9	
Oak Grove	1,086	30.7	
Williamsburg	777	30.2	
La Grange	834	29.4	
Bellevue	888	27.4	
Alexandria	1,072	25.9	
Franklin	1,022	25.6	
Highland Heights	819	25.0	
Central City	714	24.2	
Fort Mitchell	970	24.0	
Princeton	702	21.5	
Mount Washington	780	18.4	
Lawrenceburg	782	17.4	
Flatwoods	551	14.5	
Elsmere	578	14.2	
Edgewood	661	14.1	
Dayton	263	8.8	
Villa Hills	346	8.7	
Wilmore	220	7.5	
Middletown	54	1.9	
Lyndon	74	1.6	
POPULATION CATEGORY 2,500-4,999			
Hazard	1,797	74.8	*
Crestview Hills	980	67.8	*
Prestonsburg	1,105	61.2	*
Paintsville	1,069	51.7	*
Wilder	618	47.1	*
Columbia	939	46.8	*
Cold Spring	889	46.7	*
Mount Vernon	582	44.9	*
Grayson	789	40.7	
Benton	832	39.6	
Carrollton	760	39.5	
Springfield	473	35.9	
Crescent Springs	697	35.5	
Morgantown	446	35.1	
Barbourville	625	34.8	
Williamstown	560	34.7	
Russell	631	34.6	
Beaver Dam	525	34.6	
Greenville	737	33.5	
Hodgenville	482	33.5	
Union	471	32.6	
Tompkinsville	421	31.7	
Morganfield	532	30.5	
Lancaster	551	29.5	
Fulton	407	29.3	
Irvine	404	28.4	
Scottsville	610	28.2	
Stanton	420	27.7	
Stanford	437	25.5	
Flemingsburg	361	24.0	
Marion	380	23.8	
West Liberty	376	22.9	
Hartford	293	22.8	
Calvert City	301	22.3	
Southgate	349	20.1	
Lakeside Park	261	18.2	
Lakeside Park	261	18.2	
Vine Grove	290	13.9	
Cumberland	160	12.3	
Park Hills	156	10.5	
Indian Hills	144	10.0	
Providence	178	9.9	
Hickman	127	9.9	
Ludlow	194	8.8	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2000-2004)(ALL ROADS)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	140	1.09
Lexington	106	0.81
POPULATION CATEGORY 20,000-55,000		
Paducah	22	1.67
Hopkinsville	21	1.40
Elizabethtown	15	1.33
Ashland	11	1.00
Frankfort	13	0.94
Bowling Green	20	0.81
Richmond	11	0.81
Florence	9	0.76
Henderson	9	0.66
Radcliff	7	0.64
Covington	12	0.55
Jeffersontown	6	0.45
Owensboro	11	0.41
POPULATION CATEGORY 10,000-19,999		
Somerset	12	2.11
Shelbyville	10	1.98
Bardstown	7	1.35
Georgetown	11	1.22
Danville	9	1.16
Erlanger	8	0.96
Murray	6	0.80
Mayfield	4	0.77
Middlesboro	4	0.77
Campbellsville	4	0.76
Nicholasville	7	0.71
Winchester	5	0.60
Independence	4	0.53
Fort Thomas	4	0.48
Glasgow	3	0.46
Madisonville	4	0.41
Shively	3	0.40
Newport	3	0.35
POPULATION CATEGORY 5,000-9,999		
Pikeville	12	3.81
Monticello	10	3.34
London	7	2.46
Maysville	11	2.45
Mount Sterling	6	2.04
La Grange	5	1.76
Central City	5	1.70
Morehead	5	1.69
Shepherdsville	7	1.68
Mount Washington	6	1.41
Corbin	4	1.03
Alexandria	4	0.97
Taylor Mill	3	0.87
Williamsburg	2	0.78
Harrodsburg	3	0.75
Franklin	3	0.75
Fort Mitchell	3	0.74
Lebanon	2	0.70
Leitchfield	2	0.65
Paris	3	0.65
Princeton	2	0.61
Highland Heights	2	0.61
Berea	3	0.61
Flatwoods	2	0.53
Villa Hills	2	0.50
Cynthiana	1	0.32
Bellevue	1	0.31
Versailles	1	0.27
Lawrenceburg	1	0.22
POPULATION CATEGORY 2,500-4,999		
Paintsville	11	5.32
Mount Vernon	6	4.63
Hazard	8	3.33
Calvert City	4	2.96
Stanford	5	2.92
Fulton	4	2.88
Hodgenville	4	2.78
Prestonsburg	5	2.77
Beaver Dam	4	2.64
Morganfield	4	2.29
Barbourville	4	2.23
Carrollton	4	2.08
Hartford	2	1.56
Tompkinsville	2	1.50
Benton	3	1.43
Irvine	2	1.41
Greenville	3	1.36
Russell	2	1.10
Cold Spring	2	1.05
Springfield	1	0.76
Lakeside Park	1	0.70
Stanton	1	0.66
Flemingsburg	1	0.66
Williamstown	1	0.62
Southgate	1	0.58
Providence	1	0.55
Grayson	1	0.52
Columbia	1	0.50
Vine Grove	1	0.48
Scottsville	1	0.46

* Critical crash rate

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2000 - 2004) ALL	AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	18	3	13.0	7.3
Owsley	35	5	10.5	5.6
Elliott	59	11	9.2	5.9
Menifee	44	7	8.7	4.1
Nicholas	66	12	8.4	4.3
Gallatin	87	13	7.6	4.1
Cumberland	25	6	6.7	4.1
Lee	30	2	6.6	1.4
Ballard	65	8	6.5	2.6
Hickman	29	4	6.4	3.3
Wolfe	64	9	6.4	3.4
Fulton	61	5	6.3	1.6
Trimble	60	15	6.3	4.5
Livingston	71	5	6.0	1.3
Bracken	66	9	5.8	2.5
McLean	55	9	5.1	2.3
Lyon	57	9	4.9	3.1
Crittenden	50	2	4.4	0.5
Hancock	29	2	4.2	0.9
Carlisle	19	1	4.1	0.7
Clinton	32	1	4.0	0.3
POPULATION CATEGORY 10,000 - 14,999				
Spencer	90	12	7.9	3.1
Owen	89	16	7.8	4.3
Lewis	102	15	7.6	3.7
Bath	111	12	7.5	2.8
Leslie	95	8	7.2	2.3
Pendleton	117	13	5.9	1.8
Fleming	78	9	5.9	2.0
Jackson	76	10	5.8	2.4
Powell	92	14	5.8	2.7
Magoffin	71	4	5.7	1.1
Washington	80	12	5.7	2.6
Martin	61	9	5.6	2.5
Carroll	117	14	5.4	2.1
Morgan	78	7	5.1	1.4
Garrard	99	6	4.9	0.9
Edmonson	58	1	4.9	0.2
Webster	85	12	4.8	2.2
Larue	78	10	4.7	1.7
Todd	48	7	4.5	1.9
Caldwell	71	9	4.4	1.7
Butler	55	9	4.4	1.6
Trigg	60	8	4.3	1.7
Green	47	7	4.2	1.7
Monroe	30	4	3.7	1.3
Metcalfe	39	4	3.4	1.2
POPULATION CATEGORY 15,000 - 24,999				
Marion	236	36	9.4	4.0
Casey	94	15	7.9	3.1
Russell	85	9	6.6	2.1
Woodford	248	38	6.3	3.1
Estill	92	10	6.3	2.1
Lincoln	136	18	6.3	2.7
Henry	125	13	6.0	2.1
Breathitt	123	30	6.0	5.3
McCreary	92	9	5.9	1.8
Montgomery	234	33	5.8	2.4
Mason	196	20	5.7	1.9
Breckinridge	78	6	5.5	1.0
Knott	106	16	5.4	2.6

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (continued)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2000 - 2004) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2000 - 2004) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
Union	110	14	5.3	2.1
Bourbon	161	12	5.3	1.4
Allen	104	19	5.2	2.6
Harrison	136	18	5.0	1.8
Mercer	148	19	5.0	1.9
Clay	119	7	4.9	1.1
Anderson	116	13	4.8	1.6
Lawrence	58	10	4.6	2.6
Simpson	118	15	4.5	1.8
Grayson	163	14	4.4	1.0
Rowan	198	38	4.4	2.0
Adair	105	26	4.3	2.7
Hart	93	5	4.3	0.9
Ohio	138	14	4.2	1.3
Wayne	78	9	4.1	1.3
Taylor	145	26	3.9	1.6
Grant	154	22	3.6	1.7
Johnson	102	13	3.6	1.3
Rockcastle	77	6	3.2	1.0
POPULATION CATEGORY 25,000 - 49,999				
Floyd	320	49	6.2	3.6
Meade	161	20	6.2	2.1
Letcher	160	17	6.1	2.3
Shelby	334	30	5.5	1.6
Carter	164	22	5.1	2.2
Jessamine	351	45	5.0	1.9
Graves	231	38	5.0	2.4
Nelson	289	35	4.7	1.5
Greenup	170	20	4.6	1.6
Logan	151	19	4.6	1.6
Harlan	157	17	4.5	1.7
Knox	183	15	4.5	1.2
Calloway	232	49	4.4	2.1
Marshall	191	22	4.4	1.5
Perry	203	15	4.3	1.1
Bell	156	17	4.2	1.4
Whitley	187	24	3.9	1.5
Franklin	339	37	3.8	1.4
Muhlenberg	166	25	3.8	1.8
Scott	240	23	3.7	1.3
Clark	216	27	3.7	1.5
Oldham	168	32	3.6	1.8
Henderson	340	44	3.5	1.3
Boyd	331	46	3.4	1.5
Boyle	139	15	3.1	1.0
Barren	200	15	3.0	0.7
Hopkins	228	23	2.8	1.0
POPULATION CATEGORY 50,000 - OVER				
Christian	495	55	5.2	1.9
Pike	512	57	5.0	1.9
Madison	645	91	4.8	1.9
Kenton	1327	131	4.7	1.6
Campbell	665	55	4.7	1.2
McCracken	603	71	4.6	1.7
Fayette	2880	308	4.4	1.6
Daviess	754	118	4.4	1.6
Bullitt	307	28	4.3	1.1
Warren	837	116	3.9	1.5
Jefferson	5137	403	3.9	1.2
Pulaski	328	37	3.5	1.1
Boone	648	81	3.5	1.3
Laurel	289	36	3.4	1.4
Hardin	470	73	3.3	1.6

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,353	4.5
Louisville	2,432	3.7
POPULATION CATEGORY 20,000-55,000		
Covington	393	4.6
Richmond	241	4.4
Hopkinsville	192	4.0
Owensboro	396	3.8
Paducah	236	3.4
Bowling Green	431	3.3
Radcliff	75	3.2
Frankfort	144	2.9
Henderson	162	2.8
Ashland	128	2.8
Jeffersontown	95	2.5
Florence	178	2.4
Elizabethtown	97	1.8
POPULATION CATEGORY 10,000-19,999		
Shelbyville	127	5.8
Independence	94	5.5
Fort Thomas	47	4.8
Newport	175	4.7
Middlesboro	69	4.5
Nicholasville	141	4.4
Erlanger	126	4.0
Shively	128	3.7
Georgetown	83	3.1
Winchester	89	2.8
Campbellsville	56	2.8
Bardstown	66	2.7
Mayfield	41	2.5
Danville	63	2.3
Murray	59	2.1
Madisonville	64	1.8
Somerset	66	1.8
Glasgow	43	1.6
POPULATION CATEGORY 5,000-9,999		
Dayton	18	6.8
Villa Hills	21	6.1
Elsmere	34	5.9
Fort Mitchell	54	5.6
Lebanon	49	4.7
Princeton	32	4.6
Maysville	81	4.3
Versailles	62	4.2
Bellevue	37	4.2
Mount Sterling	60	4.0
Pikeville	75	3.9
Franklin	39	3.8
Taylor Mill	41	3.8
Monticello	40	3.6
Shepherdsville	65	3.4
Highland Heights	28	3.4
Fort Wright	61	3.4
Harrodsburg	42	3.2
Cynthiana	35	3.2
Russellville	39	3.0
Morehead	61	3.0
Mount Washington	23	2.9
Lawrenceburg	23	2.9
Flatwoods	16	2.9
Paris	40	2.8
Edgewood	18	2.7
Williamsburg	20	2.6
Berea	43	2.6
Central City	18	2.5
Wilmore	5	2.3
Leitchfield	33	2.3
London	62	2.3
La Grange	19	2.3
Alexandria	24	2.2
Corbin	14	1.0
POPULATION CATEGORY 2,500-4,999		
Hickman	11	8.7
Ludlow	16	8.2
Vine Grove	22	7.6
Park Hills	10	6.4
Lakeside Park	15	5.7
Calvert City	17	5.6
Cumberland	8	5.0
Irvine	18	4.5
Prestonsburg	47	4.3
Southgate	15	4.3
Scottsville	24	3.9
Russell	24	3.8
Carrollton	28	3.7
Fulton	15	3.7
Williamstown	20	3.6
Greenville	26	3.5
Greenville	26	3.5
Providence	6	3.4
Tompkinsville	13	3.1
Hartford	9	3.1
Morganfield	16	3.0
Beaver Dam	16	3.0
Barbourville	18	2.9
Lancaster	15	2.7
Grayson	21	2.7
Columbia	24	2.6
Stanton	11	2.6
Stanford	11	2.5
Springfield	12	2.5
Mount Vernon	14	2.4
Hodgenville	11	2.3
Dawson Springs	5	2.2
Hazard	37	2.1
Flemingsburg	7	1.9
Paintsville	15	1.4
Benton	12	1.4
Benton	12	1.4

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2000 - 2004)

COUNTY	2000	2001	2002	2003	2004	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	128	134	170	120	142	694	11.9	6.6
Allen	81	81	90	90	75	417	6.7	4.0
Anderson	109	157	145	131	134	676	9.2	5.8
Ballard	77	113	72	73	69	404	13.1	6.2
Barren	186	217	202	158	158	921	6.7	4.6
Bath	45	87	61	44	59	296	7.4	2.7
Bell	296	340	204	205	273	1,318	15.2	8.4
Boone	669	568	569	605	597	3,008	8.3	4.6
Bourbon	202	166	130	152	155	805	11.5	5.0
Boyd	267	249	295	337	385	1,533	8.9	4.6
Boyle	119	132	105	131	168	655	6.8	4.7
Bracken	27	41	48	37	34	187	6.2	2.8
Breathitt	90	93	65	89	118	455	9.5	3.7
Breckinridge	80	85	94	65	62	386	5.7	4.9
Bullitt	465	319	213	246	246	1,489	6.0	4.9
Butler	88	44	68	66	60	326	7.2	5.9
Caldwell	79	93	90	86	57	405	8.5	5.7
Calloway	169	172	196	222	222	981	8.4	4.2
Campbell	855	651	951	800	636	3,893	12.8	5.9
Carlisle	21	31	11	15	16	94	4.6	4.9
Carroll	178	109	138	149	133	707	19.6	6.0
Carter	190	191	174	125	117	797	8.5	4.9
Casey	103	85	120	175	133	616	12.0	6.6
Christian	661	682	461	530	457	2,791	15.1	5.6
Clark	360	298	275	355	323	1,611	13.3	7.5
Clay	267	188	137	126	192	910	13.8	7.6
Clinton	78	62	93	80	82	395	11.6	12.3
Crittenden	65	69	63	36	35	268	8.2	5.4
Cumberland	55	69	104	81	79	388	15.5	15.5
Daviess	586	763	689	780	705	3,523	10.7	4.7
Edmonson	37	19	31	32	32	151	3.5	2.6
Elliott	35	26	38	31	31	161	7.1	2.7
Estill	76	100	120	98	79	473	9.2	5.1
Fayette	2,021	1,857	1,976	2,084	1,951	9,889	11.1	3.4
Fleming	71	55	70	65	59	320	6.4	4.1
Floyd	382	329	370	341	369	1,791	13.0	5.6
Franklin	420	359	332	333	278	1,722	10.0	5.1
Fulton	137	97	86	79	56	455	19.5	7.5
Gallatin	95	106	92	62	91	446	15.4	5.1
Garrard	127	98	71	88	118	502	9.1	5.1
Grant	156	121	189	235	226	927	10.8	6.0
Graves	252	312	297	206	230	1,297	10.0	5.6
Grayson	129	105	137	139	106	616	6.9	3.8
Green	37	43	33	46	59	218	5.4	4.6
Greenup	344	378	400	295	246	1,663	12.3	9.8
Hancock	47	33	35	40	35	190	6.0	6.6
Hardin	628	439	511	582	637	2,797	8.7	6.0
Harlan	310	378	354	345	375	1,762	17.3	11.2
Harrison	103	80	73	77	81	414	6.4	3.0
Hart	103	77	75	72	69	396	6.7	4.3
Henderson	426	467	525	427	467	2,312	14.1	6.8
Henry	110	100	90	101	148	549	10.1	4.4
Hickman	27	30	42	30	20	149	8.2	5.1
Hopkins	356	428	423	289	319	1,815	10.9	8.0
Jackson	79	57	80	70	66	352	7.9	4.6
Jefferson	3,152	2,322	2,922	2,499	2,289	13,184	5.5	2.6
Jessamine	397	405	467	305	295	1,869	12.8	5.3
Johnson	134	196	125	106	130	691	8.5	6.8
Kenton	1,118	1,067	810	693	677	4,365	8.4	3.3
Knott	79	129	113	84	123	528	9.7	5.0
Knox	185	207	251	291	255	1,189	11.7	6.5
Larue	69	53	50	41	63	276	5.6	3.5
Laurel	594	535	365	405	477	2,376	12.5	8.2

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2000 - 2004) (continued)

COUNTY	2000	2001	2002	2003	2004	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	115	161	89	112	174	651	11.8	11.2
Lee	48	39	42	27	34	190	7.8	6.3
Leslie	110	97	35	48	140	430	10.5	4.5
Letcher	99	82	148	108	131	568	6.7	3.6
Lewis	97	97	79	72	80	425	9.0	4.2
Lincoln	102	102	74	107	116	501	6.1	3.7
Livingston	75	68	54	77	66	340	9.2	4.8
Logan	208	173	180	187	186	934	10.0	6.2
Lyon	92	85	100	110	117	504	18.0	8.8
McCracken	630	688	523	537	560	2,938	12.0	4.9
McCreary	138	128	77	94	105	542	10.0	5.9
McLean	173	138	45	74	143	573	15.8	10.4
Madison	175	159	733	537	196	1,800	7.2	2.8
Magoffin	124	121	71	125	83	524	12.1	7.4
Marion	158	141	251	191	99	840	13.6	3.6
Marshall	527	506	135	146	541	1,855	15.7	9.7
Martin	173	79	133	89	175	649	16.3	10.6
Mason	39	63	110	83	57	352	5.8	1.8
Meade	194	166	155	165	185	865	9.6	5.4
Menifee	20	22	26	51	36	155	6.7	3.5
Mercer	74	101	109	127	137	548	7.0	3.7
Metcalfe	55	26	30	31	25	167	4.7	4.3
Monroe	52	51	70	52	38	263	6.5	8.8
Montgomery	121	79	176	151	169	696	8.1	3.0
Morgan	50	80	96	66	66	358	8.4	4.6
Muhlenberg	169	191	226	182	192	960	8.5	5.8
Nelson	217	276	312	287	238	1,330	9.1	4.6
Nicholas	66	40	40	30	26	202	7.6	3.1
Ohio	110	125	143	121	128	627	7.6	4.5
Oldham	160	167	210	166	160	863	4.7	5.1
Owen	32	27	46	42	48	195	5.2	2.2
Owsley	63	54	35	33	32	217	13.0	6.2
Pendleton	68	75	108	69	54	374	7.0	3.2
Perry	268	323	293	155	193	1,232	12.4	6.1
Pike	355	541	410	439	499	2,244	10.0	4.4
Powell	113	118	143	102	141	617	13.3	6.7
Pulaski	404	297	334	298	383	1,716	8.1	5.2
Robertson	2	13	9	3	12	39	4.8	2.2
Rockcastle	203	196	112	119	101	731	13.0	9.5
Rowan	219	240	298	171	207	1,135	16.3	5.7
Russell	114	115	126	143	128	626	10.2	7.4
Scott	192	231	207	162	120	912	6.8	3.8
Shelby	327	235	240	343	421	1,566	12.6	4.7
Simpson	125	138	80	97	103	543	9.1	4.6
Spencer	84	79	68	52	106	389	7.4	4.3
Taylor	161	121	180	218	160	840	10.1	5.8
Todd	69	91	61	76	94	391	10.0	8.1
Trigg	89	135	116	70	74	484	10.0	8.1
Trimble	20	20	25	45	34	144	4.5	2.4
Union	186	159	149	128	118	740	13.6	6.7
Warren	902	784	911	1,143	1,123	4,863	15.2	5.8
Washington	48	57	71	69	58	303	7.6	3.8
Wayne	92	110	67	53	54	376	5.7	4.8
Webster	96	60	63	67	61	347	7.0	4.1
Whitley	286	188	165	206	192	1,037	9.0	5.5
Wolfe	79	69	57	92	77	374	15.0	5.8
Woodford	260	186	256	227	236	1,165	13.3	4.7
TOTAL *	28,060	26,210	26,688	25,475	25,611	132,044	9.3	4.5

*Convictions in cases filed in the same calander year.
**There were 41,882 arrests on average from 2000 to 2004.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2000 - 2004)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Fulton	19.5	Cumberland	15.5
	Lyon	18.0	Clinton	12.3
	McLean	15.8	McLean	10.4
	Cumberland	15.5	Lyon	8.8
	Gallatin	15.4	Fulton	7.5
	Wolfe	15.0	Hancock	6.6
	Ballard	13.1	Lee	6.3
	Owsley	13.0	Ballard	6.2
	Clinton	11.6	Owsley	6.2
	Livingston	9.2	Wolfe	5.8
	Crittenden	8.2	Crittenden	5.4
	Hickman	8.2	Hickman	5.1
	Lee	7.8	Gallatin	5.1
	Nicholas	7.6	Carlisle	4.9
	Elliott	7.1	Livingston	4.8
	Menifee	6.7	Menifee	3.5
	Bracken	6.2	Nicholas	3.1
	Hancock	6.0	Bracken	2.8
	Robertson	4.8	Elliott	2.7
	Carlisle	4.6	Trimble	2.4
	Trimble	4.5	Robertson	2.2
10,000-14,999	Carroll	19.6	Martin	10.6
	Martin	16.3	Monroe	8.8
	Powell	13.3	Todd	8.1
	Magoffin	12.1	Trigg	8.1
	Leslie	10.5	Magoffin	7.4
	Todd	10.0	Powell	6.7
	Trigg	10.0	Carroll	6.0
	Garrard	9.1	Butler	5.9
	Lewis	9.0	Caldwell	5.7
	Caldwell	8.5	Garrard	5.1
	Morgan	8.4	Green	4.6
	Jackson	7.9	Jackson	4.6
	Washington	7.6	Morgan	4.6
	Spencer	7.4	Leslie	4.5
	Bath	7.4	Spencer	4.3
	Butler	7.2	Metcalfe	4.3
	Webster	7.0	Lewis	4.2
	Pendleton	7.0	Fleming	4.1
	Monroe	6.5	Webster	4.1
	Fleming	6.4	Washington	3.8
	Larue	5.6	Larue	3.5
	Green	5.4	Pendleton	3.2
	Owen	5.2	Bath	2.7
	Metcalfe	4.7	Edmonson	2.6
	Edmonson	3.5	Owen	2.2
15,000-24,999	Rowan	16.3	Lawrence	11.2
	Clay	13.8	Rockcastle	9.5
	Union	13.6	Clay	7.6
	Marion	13.6	Russell	7.4
	Woodford	13.3	Johnson	6.8
	Rockcastle	13.0	Union	6.7
	Casey	12.0	Adair	6.6
	Adair	11.9	Casey	6.6
	Lawrence	11.8	Grant	6.0
	Bourbon	11.5	McCreary	5.9
	Grant	10.8	Anderson	5.8
	Russell	10.2	Taylor	5.8
	Taylor	10.1	Rowan	5.7
	Henry	10.1	Estill	5.1
	McCreary	10.0	Bourbon	5.0
	Knott	9.7	Knott	5.0
	Breathitt	9.5	Breckinridge	4.9
	Anderson	9.2	Wayne	4.8

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2000 - 2004) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Estill	9.2	Woodford	4.7
(cont'd)	Simpson	9.1	Simpson	4.6
	Johnson	8.5	Ohio	4.5
	Montgomery	8.1	Henry	4.4
	Ohio	7.6	Hart	4.3
	Mercer	7.0	Allen	4.0
	Grayson	6.9	Grayson	3.8
	Allen	6.7	Mercer	3.7
	Hart	6.7	Breathitt	3.7
	Harrison	6.4	Lincoln	3.7
	Lincoln	6.1	Marion	3.6
	Mason	5.8	Harrison	3.0
	Breckinridge	5.7	Montgomery	3.0
	Wayne	5.7	Mason	1.8
25,000 - 49,999	Harlan	17.3	Harlan	11.2
	Marshall	15.7	Greenup	9.8
	Bell	15.2	Marshall	9.7
	Henderson	14.1	Bell	8.4
	Clark	13.3	Hopkins	8.0
	Floyd	13.0	Clark	7.5
	Jessamine	12.8	Henderson	6.8
	Shelby	12.6	Knox	6.5
	Perry	12.4	Logan	6.2
	Greenup	12.3	Perry	6.1
	Knox	11.7	Muhlenberg	5.8
	Hopkins	10.9	Graves	5.6
	Graves	10.0	Floyd	5.6
	Logan	10.0	Whitley	5.5
	Franklin	10.0	Meade	5.4
	Meade	9.6	Jessamine	5.3
	Nelson	9.1	Oldham	5.1
	Whitley	9.0	Franklin	5.1
	Boyd	8.9	Carter	4.9
	Carter	8.5	Boyle	4.7
	Muhlenberg	8.5	Shelby	4.7
	Calloway	8.4	Boyd	4.6
	Scott	6.8	Barren	4.6
	Boyle	6.8	Nelson	4.6
	Letcher	6.7	Calloway	4.2
	Barren	6.7	Scott	3.8
	Oldham	4.7	Letcher	3.6
50,000 - OVER	Warren	15.2	Laurel	8.2
	Christian	15.1	Hardin	6.0
	Campbell	12.8	Campbell	5.9
	Laurel	12.5	Warren	5.8
	McCracken	12.0	Christian	5.6
	Fayette	11.1	Pulaski	5.2
	Daviess	10.7	McCracken	4.9
	Pike	10.0	Bullitt	4.9
	Hardin	8.7	Daviess	4.7
	Kenton	8.4	Boone	4.6
	Boone	8.3	Pike	4.4
	Pulaski	8.1	Fayette	3.4
	Madison	7.2	Kenton	3.3
	Bullitt	6.0	Madison	2.8
	Jefferson	5.5	Jefferson	2.6

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2000 - 2004)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	1,041	694	109	86.4
Allen	714	417	59	87.6
Anderson	1,042	676	82	89.2
Ballard	582	404	59	87.3
Barren	1,731	921	346	72.7
Bath	494	296	70	80.9
Bell	2,316	1,318	415	76.1
Boone	4,345	3,008	674	81.7
Bourbon	1,434	805	134	85.7
Boyd	2,194	1,533	257	85.6
Boyle	1,004	655	123	84.2
Bracken	357	187	48	79.6
Breathitt	894	455	203	69.1
Breckinridge	536	386	74	83.9
Bullitt	2,989	1,489	714	67.6
Butler	581	326	94	77.6
Caldwell	570	405	86	82.5
Calloway	1,533	981	205	82.7
Campbell	4,830	3,893	525	88.1
Carlisle	138	94	28	77.0
Carroll	1,205	707	211	77.0
Carter	2,016	797	296	72.9
Casey	888	616	122	83.5
Christian	4,249	2,791	633	81.5
Clark	1,976	1,611	166	90.7
Clay	2,242	910	779	53.9
Clinton	698	395	75	84.0
Crittenden	445	268	45	85.6
Cumberland	530	388	48	89.0
Daviess	4,974	3,523	483	87.9
Edmonson	238	151	38	79.9
Elliott	317	161	22	88.0
Estill	893	473	190	71.3
Fayette	12,223	9,889	971	91.1
Fleming	495	320	48	87.0
Floyd	2,874	1,791	356	83.4
Franklin	2,985	1,722	471	78.5
Fulton	640	455	90	83.5
Gallatin	942	446	284	61.1
Garrard	882	502	184	73.2
Grant	1,286	927	133	87.5
Graves	2,095	1,297	306	80.9
Grayson	893	616	97	86.4
Green	328	218	41	84.2
Greenup	2,430	1,663	266	86.2
Hancock	304	190	48	79.8
Hardin	4,370	2,797	598	82.4
Harlan	2,679	1,762	253	87.4
Harrison	680	414	76	84.5
Hart	580	396	94	80.8
Henderson	3,177	2,312	209	91.7
Henry	854	549	62	89.9
Hickman	228	149	41	78.4
Hopkins	2,188	1,815	202	90.0
Jackson	686	352	155	69.4
Jefferson	25,422	13,184	4,931	72.8
Jessamine	2,922	1,869	359	83.9
Johnson	1,346	691	210	76.7
Kenton	6,133	4,365	847	83.7
Knott	720	528	81	86.7
Knox	2,051	1,189	430	73.4
Larue	403	276	62	81.7

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2000 - 2004) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,531	2,376	555	81.1
Lawrence	1,118	651	121	84.3
Lee	331	190	48	79.8
Leslie	1,289	430	468	47.9
Letcher	921	568	172	76.8
Lewis	596	425	59	87.8
Lincoln	777	501	116	81.2
Livingston	506	340	80	81.0
Logan	1,394	934	259	78.3
Lyon	716	504	105	82.8
McCracken	3,819	2,938	549	84.3
McCreary	789	542	98	84.7
McLean	503	573	142	80.1
Madison	4,117	1,800	380	82.6
Magoffin	855	524	87	85.8
Marion	1,329	840	144	85.4
Marshall	1,759	1,855	294	86.3
Martin	995	649	118	84.6
Mason	780	352	40	89.8
Meade	1,274	865	190	82.0
Menifee	296	155	39	79.9
Mercer	819	548	92	85.6
Metcalfe	355	167	76	68.7
Monroe	389	263	60	81.4
Montgomery	1,190	696	153	82.0
Morgan	556	358	63	85.0
Muhlenberg	1,268	960	165	85.3
Nelson	2,122	1,330	342	79.5
Nicholas	365	202	39	83.8
Ohio	997	627	158	79.9
Oldham	1,470	863	188	82.1
Owen	368	195	80	70.9
Owsley	435	217	69	75.9
Pendleton	700	374	150	71.4
Perry	2,332	1,232	328	79.0
Pike	4,947	2,244	722	75.7
Powell	1,083	617	197	75.8
Pulaski	3,067	1,716	588	74.5
Robertson	66	39	15	72.2
Rockcastle	1,270	731	147	83.3
Rowan	1,724	1,135	152	88.2
Russell	1,138	626	155	80.2
Scott	1,413	912	144	86.4
Shelby	2,275	1,566	150	91.3
Simpson	903	543	55	90.8
Spencer	608	389	70	84.7
Taylor	1,162	840	173	82.9
Todd	545	391	83	82.5
Trigg	651	484	65	88.2
Trimble	248	144	16	90.0
Union	1,043	740	114	86.7
Warren	7,167	4,863	763	86.4
Washington	453	303	79	79.3
Wayne	689	376	136	73.4
Webster	589	347	79	81.5
Whitley	2,229	1,037	437	70.4
Wolfe	693	374	106	77.9
Woodford	1,576	1,165	176	86.9
TOTAL	209,412	132,044	29,967	81.5

* Obtained from Administrative Office of the Courts.

** Conviction percentage is equal to the number of DUI convictions divided by the sum of DUI convictions and non-convictions. The data aply to DUIs resolved in the calendar year of the arrest.

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2000 - 2004)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	80.8	Trimble	248	144	90.0
		Cumberland	530	388	89.0
		Elliott	317	161	88.0
		Ballard	582	404	87.3
		Crittenden	445	268	85.6
		Clinton	698	395	84.0
		Nicholas	365	202	83.8
		Fulton	640	455	83.5
		Lyon	716	504	82.8
		Livingston	506	340	81.0
		McLean	503	573	80.1
		Menifee	296	155	79.9
		Hancock	304	190	79.8
		Lee	331	190	79.8
		Bracken	357	187	79.6
		Hickman	228	149	78.4
		Wolfe	693	374	77.9
		Carlisle	138	94	77.0
		Owsley	435	217	75.9
		Robertson	66	39	72.2
		Gallatin	942	446	61.1
10,000-14,999	78.8	Trigg	651	484	88.2
		Lewis	596	425	87.8
		Fleming	495	320	87.0
		Magoffin	855	524	85.8
		Morgan	556	358	85.0
		Spencer	608	389	84.7
		Martin	995	649	84.6
		Green	328	218	84.2
		Todd	545	391	82.5
		Caldwell	570	405	82.5
		Larue	403	276	81.7
		Webster	589	347	81.5
		Monroe	389	263	81.4
		Bath	494	296	80.9
		Edmonson	238	151	79.9
		Washington	453	303	79.3
		Butler	581	326	77.6
		Carroll	1,205	707	77.0
		Powell	1,083	617	75.8
		Garrard	882	502	73.2
		Pendleton	700	374	71.4
		Owen	368	195	70.9
		Jackson	686	352	69.4
		Metcalfe	355	167	68.7
		Leslie	1,289	430	47.9
15,000-24,999	82.8	Simpson	903	543	90.8
		Henry	854	549	89.9
		Mason	780	352	89.8
		Anderson	1,042	676	89.2
		Rowan	1,724	1,135	88.2
		Allen	714	417	87.6
		Grant	1,286	927	87.5
		Woodford	1,576	1,165	86.9
		Knott	720	528	86.7
		Union	1,043	740	86.7
		Adair	1,041	694	86.4
		Grayson	893	616	86.4
		Bourbon	1,434	805	85.7
		Mercer	819	548	85.6
		Marion	1,329	840	85.4

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2000 - 2004) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		McCreary	789	542	84.7
		Harrison	680	414	84.5
		Lawrence	1,118	651	84.3
		Breckinridge	536	386	83.9
		Casey	888	616	83.5
		Rockcastle	1,270	731	83.3
		Taylor	1,162	840	82.9
		Montgomery	1,190	696	82.0
		Lincoln	777	501	81.2
		Hart	580	396	80.8
		Russell	1,138	626	80.2
		Ohio	997	627	79.9
		Johnson	1,346	691	76.7
		Wayne	689	376	73.4
		Estill	893	473	71.3
		Breathitt	894	455	69.1
		Clay	2,242	910	53.9
25,000-49,999	82.1	Henderson	3,177	2,312	91.7
		Shelby	2,275	1,566	91.3
		Clark	1,976	1,611	90.7
		Hopkins	2,188	1,815	90.0
		Harlan	2,679	1,762	87.4
		Scott	1,413	912	86.4
		Marshall	1,759	1,855	86.3
		Greenup	2,430	1,663	86.2
		Boyd	2,194	1,533	85.6
		Muhlenberg	1,268	960	85.3
		Boyle	1,004	655	84.2
		Jessamine	2,922	1,869	83.9
		Floyd	2,874	1,791	83.4
		Calloway	1,533	981	82.7
		Oldham	1,470	863	82.1
		Meade	1,274	865	82.0
		Graves	2,095	1,297	80.9
		Nelson	2,122	1,330	79.5
		Perry	2,332	1,232	79.0
		Franklin	2,985	1,722	78.5
		Logan	1,394	934	78.3
		Letcher	921	568	76.8
		Bell	2,316	1,318	76.1
		Knox	2,051	1,189	73.4
		Carter	2,016	797	72.9
		Barren	1,731	921	72.7
		Whitley	2,229	1,037	70.4
50,000 - OVER	81.4	Fayette	12,223	9,889	91.1
		Campbell	4,830	3,893	88.1
		Daviess	4,974	3,523	87.9
		Warren	7,167	4,863	86.4
		McCracken	3,819	2,938	84.3
		Kenton	6,133	4,365	83.7
		Madison	4,117	1,800	82.6
		Hardin	4,370	2,797	82.4
		Boone	4,345	3,008	81.7
		Christian	4,249	2,791	81.5
		Laurel	3,531	2,376	81.1
		Pike	4,947	2,244	75.7
		Pulaski	3,067	1,716	74.5
		Jefferson	25,422	13,184	72.8
		Bullitt	2,989	1,489	67.6

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2000 - 2004)

COUNTY	2000	2001	2002	2003	2004	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	15	18	18	13	13	77	1.3
Allen	7	8	5	10	16	46	0.7
Anderson	24	19	26	24	27	120	1.6
Ballard	3	9	15	6	3	36	1.2
Barren	81	81	67	70	80	379	2.7
Bath	9	6	12	15	12	54	1.4
Bell	29	35	23	16	11	114	1.3
Boone	137	90	120	118	111	576	1.6
Bourbon	28	42	44	25	37	176	2.5
Boyd	56	71	55	49	70	301	1.7
Boyle	24	21	25	24	29	123	1.3
Bracken	18	12	9	17	14	70	2.3
Breathitt	17	17	8	4	10	56	1.2
Breckinridge	19	14	16	28	18	95	1.4
Bullitt	140	133	74	96	89	532	2.2
Butler	6	12	10	18	10	56	1.2
Caldwell	16	19	20	14	29	98	2.1
Calloway	28	26	36	17	29	136	1.2
Campbell	142	99	119	89	78	527	1.7
Carlisle	3	2	2	7	2	16	0.8
Carroll	16	18	19	20	24	97	2.7
Carter	80	98	59	39	50	326	3.5
Casey	11	10	12	8	22	63	1.2
Christian	80	90	86	101	109	466	2.5
Clark	28	36	54	54	49	221	1.8
Clay	33	23	18	15	12	101	1.5
Clinton	28	17	24	10	20	99	2.9
Crittenden	19	13	12	12	6	62	1.9
Cumberland	7	21	17	32	24	101	4.0
Daviess	67	59	79	78	72	355	1.1
Edmonson	6	2	9	4	8	29	0.7
Elliott	8	5	7	3	3	26	1.1
Estill	18	10	28	16	12	84	1.6
Fayette	445	294	331	331	331	1,732	1.9
Fleming	12	16	13	15	10	66	1.3
Floyd	47	38	38	47	34	204	1.5
Franklin	150	115	133	111	114	623	3.6
Fulton	12	8	3	9	5	37	1.6
Gallatin	33	29	34	27	36	159	5.5
Garrard	54	18	13	13	28	126	2.3
Grant	34	22	27	51	64	198	2.3
Graves	52	38	46	36	38	210	1.6
Grayson	40	38	49	46	32	205	2.3
Green	5	1	0	4	2	12	0.3
Greenup	47	71	87	56	49	310	2.3
Hancock	9	6	3	1	4	23	0.7
Hardin	117	118	146	126	144	651	2.0
Harlan	54	41	49	53	38	235	2.3
Harrison	20	12	13	12	9	66	1.0
Hart	9	9	10	15	20	63	1.1
Henderson	67	45	56	65	68	301	1.8
Henry	9	7	14	11	7	48	0.9
Hickman	8	6	12	6	6	38	2.1
Hopkins	47	43	50	39	33	212	1.3
Jackson	13	6	4	19	16	58	1.3
Jefferson	735	568	494	438	428	2,663	1.1
Jessamine	60	65	78	65	51	319	2.2
Johnson	42	33	32	46	27	180	2.2
Kenton	282	215	222	208	168	1,095	2.1
Knott	8	18	10	12	12	60	1.1
Knox	45	36	39	71	59	250	2.5
Larue	4	5	0	1	5	15	0.3
Laurel	50	50	57	53	48	258	1.4

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2000 - 2004) (continued)

COUNTY	2000	2001	2002	2003	2004	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	20	22	19	22	28	111	2.0
Lee	4	2	2	0	3	11	0.4
Leslie	16	4	7	8	20	55	1.3
Letcher	14	20	30	20	17	101	1.2
Lewis	12	15	15	15	16	73	1.5
Lincoln	20	20	22	21	30	113	1.4
Livingston	12	28	9	8	15	72	2.0
Logan	45	36	35	30	28	174	1.9
Lyon	28	38	53	41	72	232	8.3
McCracken	83	59	86	68	95	391	1.6
McCreary	9	9	6	8	9	41	0.8
McLean	15	13	13	9	4	54	1.5
Madison	85	80	83	88	85	421	1.7
Magoffin	10	7	6	16	3	42	1.0
Marion	30	27	24	22	11	114	1.8
Marshall	31	14	28	26	39	138	1.2
Martin	15	20	16	7	16	74	1.9
Mason	23	51	24	14	17	129	2.1
Meade	27	28	39	28	24	146	1.6
Menifee	6	13	8	12	12	51	2.2
Mercer	12	12	29	25	31	109	1.4
Metcalfe	27	22	18	30	19	116	3.3
Monroe	23	11	14	9	11	68	1.7
Montgomery	28	22	41	33	34	158	1.8
Morgan	8	6	9	9	6	38	0.9
Muhlenberg	20	44	37	28	16	145	1.3
Nelson	78	70	54	61	33	296	2.0
Nicholas	19	16	10	6	5	56	2.1
Ohio	14	15	19	21	24	93	1.1
Oldham	6	17	12	28	13	76	0.4
Owen	10	23	20	17	11	81	2.1
Owsley	14	8	3	4	8	37	2.2
Pendleton	16	20	30	18	11	95	1.8
Perry	18	13	16	19	12	78	0.8
Pike	50	66	67	82	45	310	1.4
Powell	10	9	18	10	12	59	1.3
Pulaski	106	92	98	80	86	462	2.2
Robertson	6	2	1	3	3	15	1.8
Rockcastle	28	28	24	37	46	163	2.9
Rowan	42	28	32	26	28	156	2.2
Russell	10	19	11	11	11	62	1.0
Scott	48	42	35	37	37	199	1.5
Shelby	49	33	56	50	71	259	2.1
Simpson	16	15	6	11	19	67	1.1
Spencer	9	6	6	3	7	31	0.6
Taylor	28	29	30	37	30	154	1.9
Todd	12	9	19	21	18	79	2.0
Trigg	20	12	24	15	13	84	1.7
Trimble	0	2	2	0	4	8	0.3
Union	29	14	27	11	11	92	1.7
Warren	124	107	117	123	129	600	1.9
Washington	10	13	10	10	3	46	1.1
Wayne	20	12	22	24	22	100	1.5
Webster	22	6	9	15	10	62	1.3
Whitley	82	55	46	57	55	295	2.6
Wolfe	19	17	10	18	6	70	2.8
Woodford	43	40	41	23	24	171	1.9
TOTAL	5,294	4,568	4,739	4,514	4,453	23,568	1.7

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2000-2004)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	9	2.7
Wolfe	20	2.0
Elliott	12	1.9
Cumberland	7	1.9
Crittenden	20	1.8
Hickman	8	1.8
Nicholas	13	1.7
Lee	7	1.5
Livingston	16	1.3
Carlisle	5	1.1
Fulton	11	1.1
Lyon	11	1.0
Clinton	7	0.9
Gallatin	9	0.8
Menifee	4	0.8
Bracken	8	0.7
Trimble	6	0.6
McLean	6	0.6
Ballard	4	0.4
Hancock	2	0.3
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Martin	63	5.7
Magoffin	67	5.4
Leslie	60	4.6
Powell	26	1.6
Jackson	20	1.5
Bath	20	1.4
Caldwell	19	1.2
Fleming	14	1.1
Spencer	13	1.1
Lewis	14	1.0
Pendleton	15	0.8
Edmonson	9	0.8
Webster	13	0.7
Monroe	6	0.7
Butler	7	0.6
Todd	6	0.6
Garrard	12	0.6
Morgan	8	0.5
Trigg	7	0.5
Metcalfe	6	0.5
Larue	7	0.4
Washington	6	0.4
Green	3	0.3
Owen	3	0.3
Carroll	6	0.3
POPULATION CATEGORY 15,000-24,999		
Johnson	139	4.9
Clay	104	4.3
Lawrence	48	3.8
Breathitt	49	2.4
Casey	28	2.3
Knott	45	2.3
Russell	21	1.6
McCreary	25	1.6
Estill	22	1.5
Lincoln	26	1.2
Rockcastle	29	1.2
Ohio	37	1.1
Bourbon	34	1.1
Allen	21	1.1
Adair	26	1.1
Mason	27	0.8
Wayne	15	0.8
Montgomery	29	0.7
Taylor	25	0.7
Hart	16	0.7
Simpson	19	0.7
Harrison	13	0.5
Woodford	18	0.5
Mercer	14	0.5
Rowan	23	0.5
Union	11	0.5
Grayson	18	0.5
Breckinridge	7	0.5
Anderson	10	0.4
Grant	17	0.4
Henry	9	0.4
Marion	7	0.3
POPULATION CATEGORY 25,000-50,000		
Floyd	180	3.5
Knox	126	3.1
Bell	113	3.1
Letcher	58	2.2
Harlan	78	2.2
Perry	101	2.1
Greenup	68	1.9
Carter	58	1.8
Whitley	73	1.5
Marshall	55	1.3
Boyd	96	1.0
Logan	32	1.0
Muhlenberg	37	0.9
Graves	38	0.8
Henderson	73	0.8
Jessamine	42	0.6
Clark	38	0.6
Hopkins	47	0.6
Barren	31	0.5
Nelson	30	0.5
Shelby	30	0.5
Franklin	41	0.5
Calloway	27	0.5
Meade	14	0.5
Oldham	17	0.4
Boyle	18	0.4
Scott	27	0.4
POPULATION CATEGORY OVER 50,000		
Pike	446	4.4
Laurel	131	1.5
Pulaski	85	0.9
Kenton	175	0.6
Warren	128	0.6
Daviess	96	0.6
Campbell	77	0.5
Hardin	72	0.5
Christian	47	0.5
Madison	64	0.5
McCracken	70	0.5
Fayette	250	0.4
Boone	61	0.3
Bullitt	15	0.2
Jefferson	305	0.2

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	205	0.4
Louisville	156	0.2
POPULATION CATEGORY 20,000-55,000		
Ashland	40	0.9
Covington	64	0.8
Henderson	46	0.8
Richmond	27	0.5
Paducah	34	0.5
Frankfort	20	0.4
Bowling Green	55	0.4
Hopkinsville	20	0.4
Owensboro	44	0.4
Elizabethtown	14	0.3
Radcliff	6	0.3
Florence	17	0.2
Jeffersontown	4	0.1
POPULATION CATEGORY 10,000-19,999		
Middlesboro	39	2.5
Somerset	36	1.0
Fort Thomas	8	0.8
Nicholasville	23	0.7
Shelbyville	15	0.7
Campbellsville	12	0.6
Independence	10	0.6
Winchester	17	0.5
Erlanger	12	0.4
Newport	16	0.4
Murray	11	0.4
Georgetown	10	0.4
Madisonville	13	0.4
Mayfield	5	0.3
Danville	8	0.3
Bardstown	8	0.3
Glasgow	6	0.2
Shively	2	0.1
POPULATION CATEGORY 5,000-9,999		
Pikeville	58	3.0
London	36	1.4
Corbin	17	1.3
Princeton	8	1.1
Dayton	3	1.1
Maysville	19	1.0
Williamsburg	8	1.0
Franklin	10	1.0
Flatwoods	5	0.9
Villa Hills	3	0.9
Monticello	8	0.7
Bellevue	6	0.7
Fort Wright	11	0.6
Mount Sterling	8	0.5
Cynthiana	5	0.5
Russellville	6	0.5
Paris	7	0.5
Highland Heights	4	0.5
Lawrenceburg	3	0.4
Harrodsburg	5	0.4
Berea	6	0.4
Central City	3	0.4
Taylor Mill	4	0.4
La Grange	3	0.4
Fort Mitchell	3	0.3
Edgewood	2	0.3
Elsmere	1	0.2
Morehead	5	0.2
Lebanon	2	0.2
Shepherdsville	4	0.2
Alexandria	2	0.2
Versailles	2	0.1
Leitchfield	1	0.1
POPULATION CATEGORY 2,500-4,999		
Paintsville	33	3.1
Prestonsburg	26	2.4
Barbourville	14	2.2
Ludlow	4	2.1
Hartford	6	2.0
Irvine	8	2.0
Calvert City	6	2.0
Russell	12	1.9
Providence	3	1.7
Marion	6	1.6
Hickman	2	1.6
Stanton	6	1.4
Grayson	10	1.3
Cumberland	2	1.3
Hazard	21	1.2
Southgate	4	1.1
Southgate	4	1.1
Lakeside Park	3	1.1
Beaver Dam	6	1.1
Cold Spring	7	0.8
Stanford	3	0.7
Greenville	5	0.7
Vine Grove	2	0.7
Williamstown	4	0.7
Flemingsburg	2	0.6
Park Hills	1	0.6
Benton	5	0.6
Tompkinsville	2	0.5
Carrollton	4	0.5
Scottsville	3	0.5
Dawson Springs	1	0.4
Lancaster	2	0.4
Morganfield	2	0.4
Springfield	1	0.2
Columbia	2	0.2
Hodgenville	1	0.2

TABLE 29. SAFETY BELT USAGE BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (OBSERVED SURVEY OF ALL FRONT SEAT OCCUPANTS IN 2004)

COUNTY	PERCENT SEAT BELT USAGE**	COUNTY	PERCENT SEAT BELT USAGE**
POPULATION CATEGORY UNDER 10,000		POPULATION CATEGORY 15,000-24,999 (CONT'D)	
Hancock	70.4	Simpson	52.8
Gallatin	69.2	Mercer	52.7
Bracken	66.5	Taylor	51.8
Lyon	65.4	Mason	50.6
Livingston	61.3	Henry	50.3
Crittenden*	53.8	Hart	50.2
Trimble*	53.1	Allen	50.0
Wolfe	50.1	Breathitt	48.7
Robertson	48.1	Bourbon*	47.7
Carlisle	47.4	Anderson*	47.1
McLean*	47.3	McCreary	46.9
Elliott	47.3	Lincoln	46.0
Clinton	46.7	Johnson*	40.7
Lee	46.5	Montgomery*	39.6
Nicholas	45.2	Estill	39.6
Hickman	45.1	Casey	38.9
Ballard	43.4	Wayne*	37.9
Fulton	42.1	Adair	37.8
Menifee	40.9	POPULATION CATEGORY 25,000-50,000	
Cumberland	40.6	Oldham	68.6
Owsley	32.3	Henderson	67.1
POPULATION CATEGORY 10,000-14,999		Franklin	67.0
Trigg	68.8	Scott	66.4
Caldwell	65.7	Shelby	66.2
Lewis	65.2	Hopkins	65.9
Webster	65.1	Muhlenberg	61.9
Todd	61.4	Greenup	61.6
Spencer	60.4	Boyd*	61.1
Carroll	57.9	Nelson	59.6
Morgan	56.9	Boyle	58.3
Garrard	56.2	Whitley	55.9
Pendleton	55.7	Bell	55.3
Powell	53.1	Jessamine	54.4
Edmonson	52.9	Graves	54.2
Larue	52.1	Clark	53.9
Washington	51.4	Carter	53.3
Leslie	49.8	Floyd	53.2
Martin	49.6	Calloway*	52.6
Butler	48.5	Marshall	52.6
Fleming	47.2	Barren	50.9
Metcalfe*	42.1	Logan*	49.5
Green	41.8	Perry	47.3
Jackson	40.2	Knox	43.2
Owen	38.7	Meade	41.0
Magoffin	34.2	Harlan*	38.1
Bath	34.0	Letcher*	36.7
Monroe	30.3	POPULATION CATEGORY OVER 50,000	
POPULATION CATEGORY 15,000-24,999		Kenton	75.3
Grant	71.8	Jefferson	74.0
Union	71.6	Daviess	72.2
Woodford	67.6	Fayette	71.0
Rockcastle	60.0	Bullitt	68.1
Ohio	59.4	Madison	65.8
Knott	57.8	Christian	62.1
Breckinridge	57.5	Boone	61.8
Rowan	56.3	Warren	60.5
Harrison	55.5	McCracken	56.4
Lawrence	55.5	Campbell	56.2
Clay	55.0	Hardin	55.5
Marion	54.9	Laurel	54.6
Russell	54.4	Pulaski	49.6
Grayson*	53.3	Pike	41.2

* Counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and

** Usage rate based on an annual seat belt study conducted by the Area Development Districts throughout the state.

TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY
(2004 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
50.6	51.2	51.9	55.4	61.6

TABLE 31. CRASH SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)*

	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
TYPE OF INJURY	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,739	2.42	921	0.09	96
Incapacitating	6,935	9.63	14,362	1.47	85
Non-Incapacitating	12,118	16.83	45,833	4.70	72
Possible Injury	8,902	12.37	63,729	6.54	47
Fatal or Incapacitating	8,674	12.05	15,283	1.57	87

* Based on 2000 through 2004 crash data. Total sample size for not wearing a safety belt was 71,988 compared to 974,180 for wearing a safety belt.

TABLE 32. CHANGE IN SEVERITY OF INJURIES BY YEAR (2000-2004)

Type of Injury	PERCENTAGE OF DRIVERS SUSTAINING A GIVEN INJURY				
	2000	2001	2002	2003	2004
	NOT WEARING SAFETY BELT				
Fatal	2.18	2.39	2.72	3.10	3.24
Incapacitating	7.61	9.89	10.32	9.53	9.46
Non-Incapacitating	13.63	17.13	18.13	17.22	17.86
Possible Injury	9.04	12.40	13.12	12.89	13.12
	WEARING SAFETY BELT				
Fatal	0.09	0.08	0.10	0.09	0.11
Incapacitating	1.33	1.50	1.51	1.34	1.18
Non-Incapacitating	3.90	4.93	4.93	4.63	4.26
Possible Injury	5.22	6.66	6.64	6.25	5.83

TABLE 33. POTENTIAL REDUCTION IN TRAFFIC CRASH FATALITIES AND CRASH SAVINGS FROM INCREASE IN DRIVER BELT USAGE*

DRIVER USAGE RATE (PERCENT)	POTENTIAL ANNUAL REDUCTION IN NUMBER OF		ANNUAL CRASH SAVINGS (MILLION $) FROM REDUCTION IN		
	FATALITIES	SERIOUS INJURIES**	FATALITIES	SERIOUS INJURIES	TOTAL
70	90	542	100.8	30.1	130.9
80	220	1,322	246.4	73.4	319.8
90	349	2,102	390.9	116.7	507.6

* Based on increase from the 63 percent usage rate determined from the 2000-2004 observational surveys, the percent reductions in Table 31, and the economic costs provided by the National Safety Council. These costs are $ 1,120,000 for a fatality and $55,500 for an incapacitating injury. The actual number of fatalities and incapacitation injuries for 2000-2004 was used along with the average usage rate over this time period. Not applicable fatalities (motorcycle, etc.) were excluded. The usage rate reached 66 percent in 2004.

** Serious injuries were defined as those listed as incapacitating on the crash report.

TABLE 34. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2000 - 2004)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	10	3	9	12
	Incapacitating	44	59	103	162
	Non-Incapacitating	123	219	703	922
	Possible Injury	101	459	1,308	1,767
	None Detected	347	4,913	16,308	21,221
Percent With Given Injury	Fatal	1.60	0.05	0.05	0.05
	Incapacitating	7.04	1.04	0.56	0.67
	Non-Incapacitating	19.68	3.87	3.81	3.83
	Possible Injury	16.16	8.12	7.10	7.34
	None Detected	55.52	86.91	88.48	88.11
Percent Usage By Seat Position	Front	6.65	39.78	53.57	93.35
	Rear	1.94	22.74	75.32	98.06
	All Positions	2.77	25.76	71.47	97.23
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.26	0.04	0.12	0.09
	Incapacitating	4.52	0.97	0.56	0.73
	Non-Incapacitating	13.82	4.87	2.56	3.54
	Possible Injury	11.81	6.68	5.42	5.96
	None Detected	36.93	54.58	54.05	54.28
(Rear)	Fatal	0.93	0.03	0.02	0.03
	Incapacitating	4.81	0.57	0.41	0.44
	Non-Incapacitating	12.59	1.63	2.96	2.65
	Possible Injury	10.00	4.74	5.41	5.25
	None Detected	37.04	57.07	69.52	66.63
YEAR	2000	189	1,366	3,214	4,580
	2001	123	1,278	3,652	4,930
	2002	246	2,227	5,761	7,988
	2003	196	2,068	5,725	7,793
	2004	184	1,774	5,820	7,594

TABLE 35. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Gallatin	150	13.1
Trimble	113	11.8
Carlisle	54	11.8
Lee	53	11.6
Lyon	128	11.1
Owsley	35	10.5
Hickman	43	9.6
Cumberland	33	8.8
Robertson	12	8.7
Elliott	54	8.4
Wolfe	84	8.4
Menifee	40	7.9
Bracken	89	7.8
McLean	85	7.8
Livingston	85	7.1
Fulton	64	6.6
Hancock	45	6.5
Ballard	55	5.5
Clinton	43	5.4
Nicholas	42	5.3
Crittenden	58	5.2
POPULATION CATEGORY 10,000-14,999		
Morgan	267	17.6
Owen	179	15.7
Garrard	269	13.4
Todd	122	11.5
Jackson	149	11.4
Washington	158	11.3
Edmonson	131	11.1
Leslie	135	10.3
Bath	140	9.5
Martin	100	9.1
Spencer	99	8.7
Webster	153	8.7
Lewis	114	8.5
Butler	107	8.5
Larue	141	8.5
Magoffin	100	8.1
Caldwell	120	7.5
Powell	112	7.0
Trigg	97	6.9
Fleming	86	6.5
Pendleton	118	6.0
Carroll	122	5.6
Metcalfe	49	4.2
Monroe	29	3.6
Green	38	3.4
POPULATION CATEGORY 15,000-24,999		
Estill	191	13.2
McCreary	187	12.0
Henry	244	11.8
Lincoln	241	11.1
Union	223	10.7
Clay	250	10.4
Casey	123	10.3
Hart	225	10.3
Rockcastle	242	10.0
Ohio	309	9.4
Grant	370	8.8
Russell	107	8.3
Allen	161	8.1
Bourbon	242	7.9
Knott	149	7.6
Marion	191	7.6
Woodford	299	7.6
Grayson	274	7.5
Wayne	140	7.4
Rowan	317	7.1
Mercer	206	7.0
Adair	169	6.9
Anderson	159	6.6
Harrison	175	6.4
Montgomery	253	6.3
Simpson	162	6.2
Breathitt	125	6.1
Mason	204	5.9
Lawrence	71	5.7
Johnson	137	4.9
Taylor	184	4.9
Breckinridge	47	3.3
POPULATION CATEGORY 25,000-50,000		
Carter	381	11.8
Marshall	497	11.3
Franklin	965	10.9
Oldham	472	10.2
Greenup	375	10.2
Knox	406	10.0
Harlan	331	9.5
Scott	596	9.2
Letcher	231	8.9
Jessamine	617	8.8
Whitley	419	8.6
Floyd	427	8.3
Nelson	502	8.2
Hopkins	645	8.1
Muhlenberg	324	7.5
Bell	266	7.2
Perry	321	6.8
Barren	450	6.7
Graves	311	6.7
Henderson	646	6.6
Shelby	396	6.5
Clark	343	5.8
Calloway	304	5.7
Boyle	230	5.1
Logan	166	5.0
Meade	128	4.9
Boyd	470	4.9
POPULATION CATEGORY OVER 50,000		
Madison	1,526	11.5
Christian	906	9.5
Pike	924	9.0
Kenton	2,167	7.7
Boone	1,415	7.6
Warren	1,588	7.5
Pulaski	678	7.3
Hardin	1,008	7.1
Campbell	923	6.5
Fayette	4,050	6.2
Laurel	511	6.0
McCracken	661	5.0
Daviess	833	4.9
Bullitt	330	4.7
Jefferson	5,662	4.3

TABLE 36. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF CRASHES (2000-2004)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	3,133	6.0
Louisville	2,679	4.1
POPULATION CATEGORY 20,000-55,000		
Hopkinsville	391	8.2
Frankfort	355	7.1
Richmond	363	6.6
Bowling Green	707	5.5
Elizabethtown	278	5.3
Covington	420	4.9
Jeffersontown	190	4.9
Henderson	258	4.5
Florence	336	4.5
Paducah	282	4.1
Radcliff	85	3.6
Ashland	165	3.6
Owensboro	321	3.1
POPULATION CATEGORY 10,000-19,999		
Erlanger	351	11.1
Fort Thomas	85	8.7
Independence	128	7.5
Georgetown	139	5.2
Nicholasville	158	4.9
Somerset	176	4.9
Madisonville	157	4.4
Glasgow	110	4.2
Newport	136	3.7
Campbellsville	73	3.6
Bardstown	83	3.4
Danville	90	3.2
Middlesboro	48	3.1
Shelbyville	65	3.0
Murray	79	2.9
Winchester	88	2.8
Shively	97	2.8
Mayfield	39	2.3
POPULATION CATEGORY 5,000-9,999		
Villa Hills	63	18.2
Taylor Mill	111	10.4
Edgewood	68	10.3
Fort Mitchell	91	9.4
Wilmore	20	9.1
Alexandria	95	8.9
Highland Heights	71	8.7
Flatwoods	43	7.8
Monticello	85	7.7
Fort Wright	123	6.8
Berea	109	6.5
Elsmere	33	5.7
Pikeville	111	5.7
Corbin	76	5.6
Maysville	103	5.5
Central City	38	5.3
Princeton	36	5.1
Harrodsburg	61	4.7
Versailles	63	4.3
Russellville	51	4.0
London	103	3.9
Williamsburg	29	3.7
La Grange	30	3.6
Morehead	73	3.5
Bellevue	31	3.5
Lebanon	35	3.4
Mount Sterling	47	3.2
Lawrenceburg	24	3.1
Mount Washington	23	2.9
Paris	40	2.8
Dayton	7	2.7
Cynthiana	30	2.7
Leitchfield	35	2.5
Franklin	23	2.3
Shepherdsville	41	2.1
POPULATION CATEGORY 2,500-4,999		
Park Hills	23	14.7
Williamstown	56	10.0
Calvert City	25	8.3
Lancaster	38	6.9
Vine Grove	20	6.9
Hodgenville	33	6.8
Cold Spring	58	6.5
Benton	48	5.8
Springfield	26	5.5
Morganfield	29	5.5
Southgate	19	5.4
Flemingsburg	19	5.3
Grayson	41	5.2
Ludlow	10	5.2
Providence	9	5.1
Mount Vernon	29	5.0
Lakeside Park	13	5.0
Greenville	37	5.0
Irvine	19	4.7
Stanford	20	4.6
Columbia	41	4.4
Cumberland	7	4.4
Russell	28	4.4
Fulton	17	4.2
Beaver Dam	22	4.2
Hickman	5	3.9
Scottsville	23	3.8
Hartford	11	3.8
Prestonsburg	40	3.6
Marion	13	3.4
Barbourville	19	3.0
Stanton	12	2.9
Carrollton	21	2.8
Dawson Springs	6	2.7
Paintsville	27	2.5
Hazard	42	2.3

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2000 - 2004)

COUNTY	2000	2001	2002	2003	2004	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	361	211	310	307	229	1,418	24.3	8.4
Allen	174	175	117	171	175	812	13.1	5.0
Anderson	1,382	1,210	1,400	1,040	1,060	6,092	83.3	38.3
Ballard	166	206	153	98	68	691	22.3	12.6
Barren	1,222	1,415	1,062	957	682	5,338	38.6	11.9
Bath	527	316	331	265	509	1,948	48.9	13.9
Bell	231	873	602	598	356	2,660	30.7	10.0
Boone	2,231	1,603	1,897	2,965	3,165	11,861	32.9	8.4
Bourbon	637	910	890	655	818	3,910	56.0	16.2
Boyd	1,344	1,661	1,087	939	1,134	6,165	35.7	13.1
Boyle	547	577	734	815	501	3,174	33.0	13.8
Bracken	174	261	237	260	291	1,223	40.2	13.7
Breathitt	106	192	68	69	47	482	10.0	3.9
Breckinridge	156	162	215	240	292	1,065	15.6	22.7
Bullitt	1,465	1,085	1,013	1,371	1,384	6,318	25.6	19.1
Butler	411	335	260	159	166	1,331	29.3	12.4
Caldwell	293	405	353	454	425	1,930	40.4	16.1
Calloway	628	636	489	323	210	2,286	19.5	7.5
Campbell	2,683	3,155	3,200	2,787	2,522	14,347	47.3	15.5
Carlisle	167	243	137	86	55	688	34.0	12.7
Carroll	614	587	822	681	504	3,208	89.1	26.3
Carter	1,361	801	888	717	721	4,488	48.0	11.8
Casey	142	127	145	100	87	601	11.7	4.9
Christian	965	987	1,053	1,364	1,131	5,500	29.8	6.1
Clark	647	867	939	1,877	2,024	6,354	52.3	18.5
Clay	200	410	238	563	373	1,784	27.0	7.1
Clinton	128	121	139	85	160	633	18.5	14.7
Crittenden	64	51	96	26	33	270	8.3	4.7
Cumberland	120	153	141	93	128	635	25.4	19.2
Daviess	2,391	1,964	2,737	3,779	3,750	14,621	44.3	17.6
Edmonson	70	84	158	177	208	697	16.4	5.3
Elliott	10	12	17	18	7	64	2.8	1.2
Estill	195	179	221	146	164	905	17.7	4.7
Fayette	7,807	6,599	5,787	6,683	5,283	32,159	36.0	7.9
Fleming	210	149	189	261	177	986	19.6	11.5
Floyd	153	182	252	230	126	943	6.9	2.2
Franklin	2,035	1,673	2,241	2,562	2,435	10,946	63.4	11.3
Fulton	166	148	172	123	138	747	32.1	11.7
Gallatin	494	528	477	378	454	2,331	80.7	15.5
Garrard	359	262	230	220	191	1,262	23.0	4.7
Grant	768	1,037	691	972	1,257	4,725	55.3	12.8
Graves	800	872	833	823	1,224	4,552	35.1	14.6
Grayson	349	554	806	722	545	2,976	33.5	10.9
Green	180	27	11	46	45	309	7.7	8.1
Greenup	259	544	634	627	734	2,798	20.8	7.5
Hancock	127	125	134	124	121	631	20.1	14.0
Hardin	4,008	4,312	4,992	4,514	4,646	22,472	69.5	22.3
Harlan	90	144	96	69	79	478	4.7	1.4
Harrison	407	302	307	138	234	1,388	21.6	7.9
Hart	231	215	195	312	318	1,271	21.4	5.6
Henderson	1,300	1,724	1,791	1,290	1,179	7,284	44.3	11.3
Henry	747	624	747	647	695	3,460	63.5	14.2
Hickman	184	148	206	126	83	747	41.0	17.4
Hopkins	1,632	1,623	1,735	1,193	1,348	7,531	45.1	11.7
Jackson	125	32	24	35	20	236	5.3	1.6
Jefferson	9,743	6,600	6,068	8,560	11,437	42,408	17.6	9.1
Jessamine	1,983	1,174	911	932	822	5,822	39.8	9.4
Johnson	139	101	156	188	145	729	8.9	5.3
Kenton	4,422	5,608	5,630	3,923	3,425	23,008	44.0	10.6
Knott	48	29	27	25	55	184	3.4	1.2
Knox	736	676	555	354	304	2,625	25.7	6.5
Larue	202	309	138	303	300	1,252	25.2	8.9
Laurel	2,129	926	1,334	751	602	5,742	30.3	11.2
Lawrence	439	318	235	226	219	1,437	26.0	20.2

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2000 - 2004) (continued)

COUNTY	2000	2001	2002	2003	2004	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	29	66	39	21	19	174	7.1	3.3
Leslie	276	336	181	128	127	1,048	25.5	7.8
Letcher	98	82	210	70	34	494	5.8	2.1
Lewis	254	178	182	292	236	1,142	24.1	10.0
Lincoln	428	243	416	359	283	1,729	21.0	7.2
Livingston	424	348	375	398	301	1,846	50.1	21.7
Logan	569	396	387	473	710	2,535	27.1	15.3
Lyon	420	380	423	370	355	1,948	69.4	15.2
McCracken	1,699	1,467	1,472	1,337	1,336	7,311	29.8	11.1
McCreary	192	128	134	78	39	571	10.5	3.1
McLean	143	331	296	184	85	1,039	28.6	12.2
Madison	1,322	1,199	1,150	1,360	1,667	6,698	26.8	4.4
Magoffin	8	13	240	117	36	414	9.6	4.1
Marion	287	162	221	108	75	853	13.8	4.5
Marshall	779	733	636	1,240	1,183	4,571	38.6	9.2
Martin	10	12	12	10	12	56	1.4	0.6
Mason	346	433	296	188	185	1,448	24.0	7.1
Meade	364	447	443	409	391	2,054	22.9	16.0
Menifee	34	45	46	30	34	189	8.2	4.7
Mercer	271	220	350	544	499	1,884	24.0	9.1
Metcalfe	310	251	287	210	120	1,178	33.4	24.0
Monroe	29	22	69	65	17	202	5.0	7.0
Montgomery	559	298	332	184	150	1,523	17.7	6.0
Morgan	229	258	303	202	238	1,230	28.9	4.6
Muhlenberg	442	400	599	352	321	2,114	18.8	6.5
Nelson	1,124	773	743	893	1,107	4,640	31.9	9.2
Nicholas	187	150	226	142	92	797	29.9	19.0
Ohio	356	856	1,396	1,065	720	4,393	53.4	14.2
Oldham	1,050	1,647	1,152	1,145	1,291	6,285	34.5	13.3
Owen	107	174	323	310	357	1,271	33.6	7.1
Owsley	23	1	3	2	2	31	1.9	0.9
Pendleton	177	265	256	172	235	1,105	20.7	9.4
Perry	126	173	134	97	71	601	6.0	1.9
Pike	253	164	294	217	201	1,129	5.0	1.2
Powell	333	483	671	495	435	2,417	51.9	21.6
Pulaski	747	691	953	563	690	3,644	17.2	5.4
Robertson	7	9	7	4	12	39	4.8	3.3
Rockcastle	538	367	457	488	1,004	2,854	50.7	11.8
Rowan	944	683	604	586	437	3,254	46.7	10.3
Russell	104	77	109	120	149	559	9.1	5.2
Scott	1,471	1,344	1,274	903	647	5,639	42.1	9.5
Shelby	1,290	1,086	1,045	1,095	1,156	5,672	45.6	14.3
Simpson	143	177	155	199	225	899	15.1	5.5
Spencer	179	201	221	196	134	931	17.8	9.4
Taylor	449	392	416	332	336	1,925	23.2	10.5
Todd	191	206	204	188	217	1,006	25.8	8.2
Trigg	250	232	295	103	195	1,075	22.2	11.1
Trimble	48	62	59	77	92	338	10.6	3.0
Union	193	181	266	141	133	914	16.8	4.1
Warren	1,888	2,404	2,718	2,256	2,267	11,533	36.1	7.3
Washington	401	300	325	234	247	1,507	37.7	9.5
Wayne	40	42	41	84	162	369	5.6	2.6
Webster	249	194	238	144	114	939	19.0	6.1
Whitley	675	309	380	260	178	1,802	15.6	4.3
Wolfe	1,045	1,785	1,482	1,586	1,327	7,225	289.7	86.0
Woodford	2,075	1,546	1,882	1,650	896	8,049	91.7	26.9
TOTAL*	90,269	84,961	87,181	86,018	85,602	434,031	30.6	9.8

* Does not include speeding convictions where county was not specified.

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2000 - 2004)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	289.7	Wolfe	86.0
	Gallatin	80.7	Livingston	21.7
	Lyon	69.4	Cumberland	19.2
	Livingston	50.1	Nicholas	19.0
	Hickman	41.0	Hickman	17.4
	Bracken	40.2	Gallatin	15.5
	Carlisle	34.0	Lyon	15.2
	Fulton	32.1	Clinton	14.7
	Nicholas	29.9	Hancock	14.0
	McLean	28.6	Bracken	13.7
	Cumberland	25.4	Carlisle	12.7
	Ballard	22.3	Ballard	12.6
	Hancock	20.1	McLean	12.2
	Clinton	18.5	Fulton	11.7
	Trimble	10.6	Menifee	4.7
	Crittenden	8.3	Crittenden	4.7
	Menifee	8.2	Lee	3.3
	Lee	7.1	Robertson	3.3
	Robertson	4.8	Trimble	3.0
	Elliott	2.8	Elliott	1.2
	Owsley	1.9	Owsley	0.9
10,000-14,999	Carroll	89.1	Carroll	26.3
	Powell	51.9	Metcalfe	24.0
	Bath	48.9	Powell	21.6
	Caldwell	40.4	Caldwell	16.1
	Washington	37.7	Bath	13.9
	Owen	33.6	Butler	12.4
	Metcalfe	33.4	Fleming	11.5
	Butler	29.3	Trigg	11.1
	Morgan	28.9	Lewis	10.0
	Todd	25.8	Washington	9.5
	Leslie	25.5	Spencer	9.4
	Larue	25.2	Pendleton	9.4
	Lewis	24.1	Larue	8.9
	Garrard	23.0	Todd	8.2
	Trigg	22.2	Green	8.1
	Pendleton	20.7	Leslie	7.8
	Fleming	19.6	Owen	7.1
	Webster	19.0	Monroe	7.0
	Spencer	17.8	Webster	6.1
	Edmonson	16.4	Edmonson	5.3
	Magoffin	9.6	Garrard	4.7
	Green	7.7	Morgan	4.6
	Jackson	5.3	Magoffin	4.1
	Monroe	5.0	Jackson	1.6
	Martin	1.4	Martin	0.6
15,000 - 24,999	Woodford	91.7	Anderson	38.3
	Anderson	83.3	Woodford	26.9
	Henry	63.5	Breckinridge	22.7
	Bourbon	56.0	Lawrence	20.2
	Grant	55.3	Bourbon	16.2
	Ohio	53.4	Ohio	14.2
	Rockcastle	50.7	Henry	14.2
	Rowan	46.7	Grant	12.8
	Grayson	33.5	Rockcastle	11.8
	Clay	27.0	Grayson	10.9
	Lawrence	26.0	Taylor	10.5
	Adair	24.3	Rowan	10.3
	Mason	24.0	Mercer	9.1

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2000 - 2004) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999	Mercer	24.0	Adair	8.4
(cont'd)	Taylor	23.2	Harrison	7.9
	Harrison	21.6	Lincoln	7.2
	Hart	21.4	Clay	7.1
	Lincoln	21.0	Mason	7.1
	Montgomery	17.7	Montgomery	6.0
	Estill	17.7	Hart	5.6
	Union	16.8	Simpson	5.5
	Breckinridge	15.6	Johnson	5.3
	Simpson	15.1	Russell	5.2
	Marion	13.8	Allen	5.0
	Allen	13.1	Casey	4.9
	Casey	11.7	Estill	4.7
	McCreary	10.5	Marion	4.5
	Breathitt	10.0	Union	4.1
	Russell	9.1	Breathitt	3.9
	Johnson	8.9	McCreary	3.1
	Wayne	5.6	Wayne	2.6
	Knott	3.4	Knott	1.2
25,000 - 49,999	Franklin	63.4	Clark	18.5
	Clark	52.3	Meade	16.0
	Carter	48.0	Logan	15.3
	Shelby	45.6	Graves	14.6
	Hopkins	45.1	Shelby	14.3
	Henderson	44.3	Boyle	13.8
	Scott	42.1	Oldham	13.3
	Jessamine	39.8	Boyd	13.1
	Marshall	38.6	Barren	11.9
	Barren	38.6	Carter	11.8
	Boyd	35.7	Hopkins	11.7
	Graves	35.1	Franklin	11.3
	Oldham	34.5	Henderson	11.3
	Boyle	33.0	Bell	10.0
	Nelson	31.9	Scott	9.5
	Bell	30.7	Jessamine	9.4
	Logan	27.1	Nelson	9.2
	Knox	25.7	Marshall	9.2
	Meade	22.9	Calloway	7.5
	Greenup	20.8	Greenup	7.5
	Calloway	19.5	Muhlenberg	6.5
	Muhlenberg	18.8	Knox	6.5
	Whitley	15.6	Whitley	4.3
	Floyd	6.9	Floyd	2.2
	Perry	6.0	Letcher	2.1
	Letcher	5.8	Perry	1.9
	Harlan	4.7	Harlan	1.4
50,000 - OVER	Hardin	69.5	Hardin	22.3
	Campbell	47.3	Bullitt	19.1
	Daviess	44.3	Daviess	17.6
	Kenton	44.0	Campbell	15.5
	Warren	36.1	Laurel	11.2
	Fayette	36.0	McCracken	11.1
	Boone	32.9	Kenton	10.6
	Laurel	30.3	Jefferson	9.1
	McCracken	29.8	Boone	8.4
	Christian	29.8	Fayette	7.9
	Madison	26.8	Warren	7.3
	Bullitt	25.6	Christian	6.1
	Jefferson	17.6	Pulaski	5.4
	Pulaski	17.2	Madison	4.4
	Pike	5.0	Pike	1.2

TABLE 39. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (CARS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	SPEED (MPH) 85TH PERCENTILE	PERCENT OVER SPEED LIMIT
Interstate 65 mph	11,780	68.0	72.9	70.1
Interstate 55 mph	3,885	61.4	66.7	86.0
Interstate 50 mph	163	55.8	60.8	84.0
Parkway Four Lane 65 mph	10,642	68.4	73.6	70.5
Parkway Two Lane 55 mph	1,589	62.8	68.5	90.5
Four Lane Non-Interstate or Parkway 55 mph	11,052	59.3	64.5	76.8
Two Lane Full Width Shoulder 55 mph	4,081	58.7	64.2	71.3
Two Lane Without Full Width Shoulder 55 mph	5,385	55.9	61.6	54.2

TABLE 40. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (TRUCKS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	SPEED (MPH) 85TH PERCENTILE	PERCENT OVER SPEED LIMIT
Interstate 65 mph	5,029	64.2	68.7	37.3
Interstate 55 mph	1,533	59.4	64.6	75.4
Interstate 50 mph	99	55.4	59.8	87.9
Parkway Four Lane 65 mph	3,067	64.9	69.7	45.4
Parkway Two Lane 55 mph	213	58.3	64.1	70.9
Four Lane Non-Interstate or Parkway 55 mph	1,918	56.7	61.9	60.8
Two Lane Full Width Shoulder 55 mph	595	56.5	62.1	58.5
Two Lane Without Full Width Shoulder 55 mph	673	53.6	59.7	41.2

TABLE 41. CRASH TREND ANALYSIS (2000 - 2004)

Crash Statistic	Number in Given Year 2000	2001	2002	2003	4-Year Average 2000 - 2003	2004	2004 Percent Change*
Total Crashes	135,079	130,190	130,347	129,828	131,361	133,718	1.8
Fatal Crashes	724	759	812	845	785	866	10.3
Fatalities	823	843	917	928	878	978	11.4
Injury Crashes	34,732	32,878	32,393	31,075	32,770	29,933	-8.7
Injuries	53,129	49,919	49,329	46,966	49,836	44,986	-9.7
Fatal and Injury Crashes	35,456	33,637	33,205	31,920	33,555	30,799	-8.2
Licensed Drivers (Millions)	2.75	2.80	2.84	2.86	2.81	2.89	2.8
Registered Vehicles (Millions)	3.29	3.30	3.42	3.49	3.37	3.50	3.9
Total Vehicle Miles (Billions)	46.680	46.255	46.868	46.828	46.658	47.191	1.1
Total Crash/100 MVM	289	281	278	277	282	283	0.5
Fatal Crash/100 MVM	1.55	1.57	1.73	1.80	1.66	1.84	10.5
Fatalities/100 MVM	1.76	1.78	1.96	1.98	1.87	2.07	10.8
Injuries/100 MVM	114	108	105	100	107	95	-10.9
Speed Related Crashes	9,633	8,310	9,013	9,658	9,154	9,369	2.3
Speed Related Injury Crashes	3,682	3,122	3,276	3,197	3,319	3,035	-8.6
Speed Related Fatal Crashes	154	154	179	163	163	187	14.7
Speed Convictions	90,863	85,565	88,017	86,852	87,824	86,115	-1.9
Alcohol Related Crashes	6,127	5,853	5,839	5,578	5,849	5,645	-3.5
Alcohol Related Injury Crashes	2,903	2,633	2,600	2,383	2,630	2,257	-14.2
Alcohol Related Fatal Crashes	181	156	184	160	170	170	0.0
Alcohol Related Fatalities	196	172	209	178	189	199	5.3
DUI Filings	44,118	43,051	41,689	40,436	42,324	40,118	-5.2
DUI Convictions	28,060	26,210	26,688	25,475	26,608	25,611	-3.7
DUI Conviction Rate (Percent)**	78.6	80.2	82.7	83.3	81.2	83.2	2.4
Number DUI Filings/Alcohol Related Fatality	225	250	199	227	226	202	-10.8
Drug Related Crashes	990	1,206	1,091	1,021	1,077	1,151	6.9
Drug Related Injury Crashes	461	576	522	531	523	567	8.4
Drug Related Fatal Crashes	133	127	143	151	139	145	4.3
Pedestrian Related Crashes	1,124	977	940	930	993	904	-9.0
Pedestrian Related Injury Crashes	907	842	786	788	831	759	-8.7
Pedestrian Related Fatal Crashes	52	53	53	57	54	49	-9.3
Bicycle/Motor Vehicle Related Crashes	582	507	497	485	518	453	-12.5
Bicycle Related Injury Crashes	448	389	349	356	386	334	-13.5
Bicycle Related Fatal Crashes	4	8	9	6	7	6	-14.3
Motorcycle Related Crashes	1,110	1,283	1,300	1,438	1,283	1,581	23.2
Motorcycle Related Injury Crashes	797	910	924	997	907	1,114	22.8
Motorcycle Related Fatal Crashes	36	60	42	56	49	70	42.9
School Bus Crashes	932	906	862	864	891	887	-0.4
School Bus Injury Crashes	149	141	127	111	132	112	-15.2
School Bus Fatal Crashes	1	2	3	2	2	5	150.0
Truck Crashes	10,276	9,134	8,805	8,988	9,301	10,015	7.7
Truck Injury Crashes	2,181	1,856	1,803	1,757	1,899	1,918	1.0
Truck Fatal Crashes	88	95	116	116	104	122	17.3
Train Crashes	59	64	67	72	66	51	-22.7
Train Injury Crashes	18	18	22	25	21	18	-14.3
Train Fatal Crashes	4	5	4	2	4	4	0.0

* Percent change from 2000-2003 average to 2004.

** Conviction rate excludes pending cases.

TABLE 42. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	15	1.7	3	0.3	40	4.6	13	1.5	212	24.6
Allen	0	0.0	3	0.3	30	3.4	7	0.8	154	17.3
Anderson	9	0.9	3	0.3	33	3.5	36	3.8	183	19.2
Ballard	5	1.2	2	0.5	14	3.4	5	1.2	181	43.7
Barren	28	1.5	11	0.6	46	2.4	22	1.2	633	33.3
Bath	8	1.4	1	0.2	18	3.2	9	1.6	180	32.5
Bell	28	1.9	13	0.9	33	2.2	37	2.5	338	22.5
Boone	69	1.6	42	1.0	178	4.1	81	1.9	2215	51.5
Bourbon	19	2.0	6	0.6	30	3.1	19	2.0	295	30.5
Boyd	56	2.3	31	1.2	108	4.3	44	1.8	753	30.3
Boyle	27	1.9	11	0.8	42	3.0	21	1.5	265	19.1
Bracken	5	1.2	2	0.5	23	5.6	5	1.2	101	24.4
Breathitt	17	2.1	6	0.7	34	4.2	33	4.1	168	20.9
Breckinridge	5	0.5	1	0.1	15	1.6	9	1.0	106	11.4
Bullitt	38	1.2	10	0.3	84	2.7	80	2.6	846	27.6
Butler	12	1.8	0	0.0	19	2.9	7	1.1	101	15.5
Caldwell	5	0.8	5	0.8	19	2.9	7	1.1	176	27.0
Calloway	22	1.3	13	0.8	59	3.5	33	1.9	357	20.9
Campbell	165	3.7	124	2.8	127	2.9	89	2.0	999	22.5
Carlisle	1	0.4	1	0.4	8	3.0	4	1.5	44	16.4
Carroll	11	2.2	6	1.2	26	5.1	11	2.2	323	63.6
Carter	16	1.2	2	0.1	53	3.9	25	1.9	355	26.4
Casey	14	1.8	1	0.1	17	2.2	6	0.8	120	15.5
Christian	64	1.8	40	1.1	119	3.3	85	2.4	879	24.3
Clark	30	1.8	20	1.2	57	3.4	38	2.3	542	32.7
Clay	12	1.0	4	0.3	33	2.7	39	3.2	170	13.8
Clinton	5	1.0	1	0.2	7	1.5	5	1.0	77	16.0
Crittenden	8	1.7	1	0.2	17	3.6	8	1.7	112	23.9
Cumberland	2	0.6	2	0.6	9	2.5	3	0.8	61	17.1
Daviess	89	1.9	132	2.9	160	3.5	77	1.7	1006	22.0
Edmonson	3	0.5	0	0.0	12	2.1	9	1.5	74	12.7
Elliott	2	0.6	1	0.3	18	5.3	5	1.5	41	12.2
Estill	10	1.3	3	0.4	25	3.3	12	1.6	74	9.7
Fayette	530	4.1	300	2.3	463	3.6	281	2.2	4073	31.3
Fleming	5	0.7	2	0.3	14	2.0	14	2.0	119	17.3
Floyd	45	2.1	9	0.4	60	2.8	99	4.7	503	23.7
Franklin	46	1.9	17	0.7	74	3.1	61	2.6	502	21.1
Fulton	4	1.0	6	1.5	22	5.7	5	1.3	105	27.1
Gallatin	5	1.3	2	0.5	18	4.6	9	2.3	213	54.1
Garrard	12	1.6	7	0.9	21	2.8	13	1.8	135	18.3
Grant	25	2.2	7	0.6	51	4.6	38	3.4	481	43.0
Graves	22	1.2	12	0.6	72	3.9	26	1.4	391	21.1
Grayson	36	3.0	6	0.5	26	2.2	29	2.4	330	27.4
Green	1	0.2	2	0.3	12	2.1	7	1.2	94	16.3
Greenup	16	0.9	13	0.7	45	2.4	25	1.4	220	11.9
Hancock	2	0.5	1	0.2	12	2.9	11	2.6	77	18.4
Hardin	66	1.4	34	0.7	160	3.4	75	1.6	1326	28.2
Harlan	34	2.0	10	0.6	59	3.6	30	1.8	376	22.6
Harrison	20	2.2	7	0.8	28	3.1	13	1.4	144	16.0
Hart	6	0.7	4	0.5	23	2.6	15	1.7	370	42.4
Henderson	77	3.4	39	1.7	104	4.6	52	2.3	819	36.5
Henry	11	1.5	3	0.4	23	3.1	10	1.3	343	45.6
Hickman	1	0.4	2	0.8	5	1.9	0	0.0	46	17.5
Hopkins	40	1.7	27	1.2	96	4.1	32	1.4	648	27.9
Jackson	4	0.6	3	0.4	20	3.0	10	1.5	75	11.1
Jefferson	1735	5.0	823	2.4	1169	3.4	1115	3.2	10000	28.8
Jessamine	47	2.4	26	1.3	62	3.2	109	5.6	525	26.9
Johnson	13	1.1	4	0.3	45	3.8	19	1.6	177	15.1
Kenton	285	3.8	161	2.1	191	2.5	171	2.3	2414	31.9
Knott	11	1.2	6	0.7	28	3.2	22	2.5	244	27.7

TABLE 42. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY (continued)

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Knox	29	1.8	9	0.6	47	3.0	31	1.9	304	19.1
Larue	5	0.7	3	0.4	15	2.2	9	1.3	168	25.1
Laurel	37	1.4	8	0.3	75	2.8	51	1.9	957	36.3
Lawrence	2	0.3	3	0.4	23	3.0	12	1.5	181	23.3
Lee	2	0.5	1	0.3	5	1.3	3	0.8	32	8.1
Leslie	7	1.1	1	0.2	34	5.5	20	3.2	187	30.2
Letcher	22	1.7	5	0.4	43	3.4	36	2.8	356	28.2
Lewis	13	1.8	4	0.6	9	1.3	15	2.1	186	26.4
Lincoln	10	0.9	5	0.4	23	2.0	10	0.9	179	15.3
Livingston	4	0.8	6	1.2	24	4.9	4	0.8	116	23.7
Logan	17	1.3	16	1.2	30	2.3	19	1.4	342	25.7
Lyon	2	0.5	2	0.5	16	4.0	0	0.0	181	44.8
McCracken	76	2.3	59	1.8	174	5.3	61	1.9	982	30.0
McCreary	9	1.1	6	0.7	23	2.7	10	1.2	111	13.0
McLean	3	0.6	1	0.2	14	2.8	11	2.2	110	22.1
Madison	72	2.0	37	1.0	135	3.8	86	2.4	1101	31.1
Magoffin	13	2.0	3	0.5	9	1.4	15	2.3	108	16.2
Marion	19	2.1	8	0.9	42	4.6	15	1.6	182	20.0
Marshall	9	0.6	8	0.5	67	4.4	15	1.0	397	26.4
Martin	9	1.4	1	0.2	11	1.7	13	2.1	108	17.2
Mason	15	1.8	12	1.4	28	3.3	12	1.4	334	39.8
Meade	9	0.7	5	0.4	31	2.4	9	0.7	150	11.4
Menifee	2	0.6	2	0.6	14	4.3	5	1.5	21	6.4
Mercer	21	2.0	4	0.4	35	3.4	13	1.2	170	16.3
Metcalfe	7	1.4	1	0.2	12	2.4	12	2.4	134	26.7
Monroe	2	0.3	3	0.5	5	0.9	6	1.0	125	21.3
Montgomery	18	1.6	6	0.5	51	4.5	32	2.8	280	24.8
Morgan	7	1.0	2	0.3	26	3.7	23	3.3	100	14.3
Muhlenberg	14	0.9	12	0.8	64	4.0	30	1.9	390	24.5
Nelson	36	1.9	25	1.3	75	4.0	38	2.0	427	22.8
Nicholas	3	0.9	0	0.0	10	2.9	4	1.2	43	12.6
Ohio	9	0.8	4	0.3	43	3.8	10	0.9	290	25.3
Oldham	13	0.6	3	0.1	50	2.2	47	2.0	489	21.2
Owen	3	0.6	0	0.0	22	4.2	4	0.8	84	15.9
Owsley	3	1.2	0	0.0	4	1.6	3	1.2	41	16.9
Pendleton	3	0.4	2	0.3	35	4.9	14	1.9	172	23.9
Perry	25	1.7	5	0.3	52	3.5	62	4.2	481	32.7
Pike	52	1.5	10	0.3	162	4.7	65	1.9	1345	39.1
Powell	11	1.7	4	0.6	25	3.8	10	1.5	120	18.1
Pulaski	39	1.4	21	0.7	116	4.1	55	2.0	668	23.8
Robertson	2	1.8	0	0.0	6	5.3	1	0.9	8	7.1
Rockcastle	7	0.8	3	0.4	33	4.0	21	2.5	463	55.8
Rowan	18	1.6	12	1.1	47	4.3	35	3.2	342	31.0
Russell	4	0.5	0	0.0	23	2.8	2	0.2	125	15.3
Scott	32	1.9	22	1.3	69	4.2	35	2.1	731	44.2
Shelby	23	1.4	14	0.8	53	3.2	43	2.6	652	39.1
Simpson	12	1.5	11	1.3	19	2.3	2	0.2	443	54.0
Spencer	8	1.4	2	0.3	30	5.1	11	1.9	85	14.4
Taylor	14	1.2	13	1.1	38	3.3	17	1.5	202	17.6
Todd	7	1.2	3	0.5	20	3.3	14	2.3	123	20.5
Trigg	3	0.5	1	0.2	20	3.2	9	1.4	146	23.2
Trimble	4	1.0	1	0.2	17	4.2	9	2.2	88	21.7
Union	14	1.8	5	0.6	48	6.1	12	1.5	179	22.9
Warren	113	2.4	72	1.6	194	4.2	115	2.5	1601	34.6
Washington	6	1.1	1	0.2	25	4.6	14	2.6	127	23.3
Wayne	7	0.7	4	0.4	12	1.2	18	1.8	123	12.3
Webster	4	0.6	1	0.1	21	3.0	9	1.3	207	29.3
Whitley	29	1.6	13	0.7	60	3.3	27	1.5	493	27.5
Wolfe	5	1.4	2	0.6	11	3.1	10	2.8	85	24.1
Woodford	26	2.2	6	0.5	35	3.0	30	2.6	390	33.6

* Five-Year (2000-2004) Total.

** Rates are annual crashes per 10,000 population.

TABLE 43. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Robertson	2	1.8
Crittenden	8	1.7
Wolfe	5	1.4
Gallatin	5	1.3
Owsley	3	1.2
Ballard	5	1.2
Bracken	5	1.2
Trimble	4	1.0
Fulton	4	1.0
Clinton	5	1.0
Nicholas	3	0.9
Livingston	4	0.8
Cumberland	2	0.6
McLean	3	0.6
Menifee	2	0.6
Elliott	2	0.6
Lee	2	0.5
Lyon	2	0.5
Hancock	2	0.5
Carlisle	1	0.4
Hickman	1	0.4
POPULATION CATEGORY 10,000-14,999		
Carroll	11	2.2
Magoffin	13	2.0
Lewis	13	1.8
Butler	12	1.8
Powell	11	1.7
Garrard	12	1.6
Metcalfe	7	1.4
Spencer	8	1.4
Martin	9	1.4
Bath	8	1.4
Todd	7	1.2
Washington	6	1.1
Leslie	7	1.1
Morgan	7	1.0
Caldwell	5	0.8
Fleming	5	0.7
Larue	5	0.7
Webster	4	0.6
Jackson	4	0.6
Owen	3	0.6
Edmonson	3	0.5
Trigg	3	0.5
Pendleton	3	0.4
Monroe	2	0.3
Green	1	0.2
POPULATION CATEGORY 15,000-24,999		
Grayson	36	3.0
Grant	25	2.2
Harrison	20	2.2
Woodford	26	2.2
Marion	19	2.1
Breathitt	17	2.1
Bourbon	19	2.0
Mercer	21	2.0
Union	14	1.8
Casey	14	1.8
Mason	15	1.8
Adair	15	1.7
Rowan	18	1.6
Montgomery	18	1.6
Henry	11	1.5
Simpson	12	1.5
Estill	10	1.3
Taylor	14	1.2
Knott	11	1.2
Johnson	13	1.1
McCreary	9	1.1
Clay	12	1.0
Lincoln	10	0.9
Anderson	9	0.9
Ohio	9	0.8
Rockcastle	7	0.8
Wayne	7	0.7
Hart	6	0.7
Russell	4	0.5
Breckinridge	5	0.5
Lawrence	2	0.3
Allen	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	77	3.4
Jessamine	47	2.4
Boyd	56	2.3
Floyd	45	2.1
Harlan	34	2.0
Boyle	27	1.9
Franklin	46	1.9
Nelson	36	1.9
Scott	32	1.9
Bell	28	1.9
Knox	29	1.8
Clark	30	1.8
Hopkins	40	1.7
Letcher	22	1.7
Perry	25	1.7
Whitley	29	1.6
Barren	28	1.5
Shelby	23	1.4
Calloway	22	1.3
Logan	17	1.3
Graves	22	1.2
Carter	16	1.2
Greenup	16	0.9
Muhlenberg	14	0.9
Meade	9	0.7
Marshall	9	0.6
Oldham	13	0.6
POPULATION CATEGORY OVER 50,000		
Jefferson	1,735	5.0
Fayette	530	4.1
Kenton	285	3.8
Campbell	165	3.7
Warren	113	2.4
McCracken	76	2.3
Madison	72	2.0
Daviess	89	1.9
Christian	64	1.8
Boone	69	1.6
Pike	52	1.5
Hardin	66	1.4
Pulaski	39	1.4
Laurel	37	1.4
Bullitt	38	1.2

TABLE 44. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	976	7.6
Lexington	439	3.4
POPULATION CATEGORY 20,000-55,000		
Covington	159	7.3
Henderson	58	4.2
Paducah	44	3.3
Ashland	36	3.3
Hopkinsville	47	3.1
Bowling Green	74	3.0
Richmond	41	3.0
Florence	35	3.0
Frankfort	33	2.4
Owensboro	62	2.3
Elizabethtown	22	2.0
Jeffersontown	23	1.7
Radcliff	14	1.3
POPULATION CATEGORY 10,000-19,999		
Newport	75	8.8
Shively	59	7.8
Bardstown	23	4.4
Somerset	23	4.1
Danville	23	3.0
Nicholasville	27	2.7
Middlesboro	14	2.7
Winchester	21	2.5
Shelbyville	12	2.4
Mayfield	12	2.3
Erlanger	18	2.2
Georgetown	20	2.2
Madisonville	20	2.1
Glasgow	13	2.0
Campbellsville	9	1.7
Fort Thomas	14	1.7
Independence	12	1.6
Murray	11	1.5
POPULATION CATEGORY 5,000-9,999		
Lebanon	14	4.9
Cynthiana	15	4.8
Versailles	17	4.5
Leitchfield	13	4.2
Harrodsburg	16	4.0
Russellville	13	3.6
Williamsburg	9	3.5
Bellevue	11	3.4
Elsmere	14	3.4
Mount Sterling	9	3.1
Morehead	9	3.0
London	8	2.8
Dayton	8	2.7
Corbin	10	2.6
Pikeville	8	2.5
Maysville	10	2.2
Paris	10	2.2
Mount Washington	9	2.1
Franklin	8	2.0
Shepherdsville	8	1.9
Berea	8	1.6
Wilmore	4	1.4
La Grange	4	1.4
Fort Mitchell	5	1.2
Edgewood	5	1.1
Monticello	3	1.0
Villa Hills	4	1.0
Alexandria	4	1.0
Taylor Mill	3	0.9
Lawrenceburg	4	0.9
Flatwoods	3	0.8
Central City	2	0.7
Princeton	2	0.6
Fort Wright	1	0.4
Highland Heights	1	0.3
POPULATION CATEGORY 2,500-4,999		
Williamstown	8	5.0
Barbourville	9	5.0
Morganfield	8	4.6
Irvine	6	4.2
Grayson	8	4.1
Paintsville	8	3.9
Springfield	5	3.8
Hazard	9	3.7
Lancaster	7	3.7
Columbia	7	3.5
Prestonsburg	6	3.3
Marion	5	3.1
Carrollton	6	3.1
Lakeside Park	4	2.8
Benton	5	2.4
Ludlow	5	2.3
Southgate	4	2.3
Fulton	3	2.2
Hodgenville	3	2.1
Dawson Springs	3	2.0
Stanford	3	1.7
Hartford	2	1.6
Cold Spring	3	1.6
Tompkinsville	2	1.5
Mount Vernon	2	1.5
Cumberland	2	1.5
Greenville	3	1.4
Stanton	2	1.3
Flemingsburg	2	1.3

TABLE 45. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	6	1.5
Livingston	6	1.2
Hickman	2	0.8
Wolfe	2	0.6
Menifee	2	0.6
Cumberland	2	0.6
Ballard	2	0.5
Bracken	2	0.5
Gallatin	2	0.5
Lyon	2	0.5
Carlisle	1	0.4
Lee	1	0.3
Elliott	1	0.3
Hancock	1	0.2
Clinton	1	0.2
Trimble	1	0.2
Crittenden	1	0.2
McLean	1	0.2
Nicholas	0	0.0
Owsley	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	6	1.2
Garrard	7	0.9
Caldwell	5	0.8
Lewis	4	0.6
Powell	4	0.6
Magoffin	3	0.5
Todd	3	0.5
Monroe	3	0.5
Jackson	3	0.4
Larue	3	0.4
Fleming	2	0.3
Morgan	2	0.3
Pendleton	2	0.3
Green	2	0.3
Spencer	2	0.3
Martin	1	0.2
Leslie	1	0.2
Trigg	1	0.2
Bath	1	0.2
Washington	1	0.2
Metcalfe	1	0.2
Webster	1	0.1
Butler	0	0.0
Edmonson	0	0.0
Owen	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	12	1.4
Simpson	11	1.3
Rowan	12	1.1
Taylor	13	1.1
Marion	8	0.9
Harrison	7	0.8
Knott	6	0.7
Breathitt	6	0.7
McCreary	6	0.7
Grant	7	0.6
Union	5	0.6
Bourbon	6	0.6
Montgomery	6	0.5
Woodford	6	0.5
Grayson	6	0.5
Hart	4	0.5
Mercer	4	0.4
Lincoln	5	0.4
Wayne	4	0.4
Henry	3	0.4
Estill	3	0.4
Rockcastle	3	0.4
Lawrence	3	0.4
Allen	3	0.3
Adair	3	0.3
Anderson	3	0.3
Ohio	4	0.3
Johnson	4	0.3
Clay	4	0.3
Casey	1	0.1
Breckinridge	1	0.1
Russell	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	39	1.7
Nelson	25	1.3
Jessamine	26	1.3
Scott	22	1.3
Logan	16	1.2
Hopkins	27	1.2
Boyd	31	1.2
Clark	20	1.2
Bell	13	0.9
Shelby	14	0.8
Boyle	11	0.8
Calloway	13	0.8
Muhlenberg	12	0.8
Whitley	13	0.7
Greenup	13	0.7
Franklin	17	0.7
Barren	11	0.6
Graves	12	0.6
Harlan	10	0.6
Knox	9	0.6
Marshall	8	0.5
Floyd	9	0.4
Meade	5	0.4
Letcher	5	0.4
Perry	5	0.3
Oldham	3	0.1
Carter	2	0.1
POPULATION CATEGORY OVER 50,000		
Daviess	132	2.9
Campbell	124	2.8
Jefferson	823	2.4
Fayette	300	2.3
Kenton	161	2.1
McCracken	59	1.8
Warren	72	1.6
Christian	40	1.1
Boone	42	1.0
Madison	37	1.0
Hardin	34	0.7
Pulaski	21	0.7
Pike	10	0.3
Bullitt	10	0.3
Laurel	8	0.3

TABLE 46. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	514	4.0
Lexington	247	1.9
POPULATION CATEGORY 20,000-55,000		
Covington	80	3.7
Owensboro	93	3.4
Paducah	43	3.3
Henderson	33	2.4
Bowling Green	56	2.3
Florence	25	2.1
Hopkinsville	27	1.8
Ashland	17	1.5
Richmond	18	1.3
Jeffersontown	16	1.2
Frankfort	15	1.1
Radcliff	9	0.8
Elizabethtown	8	0.7
POPULATION CATEGORY 10,000-19,999		
Newport	65	7.6
Bardstown	17	3.3
Shively	18	2.4
Madisonville	20	2.1
Campbellsville	11	2.1
Winchester	15	1.8
Erlanger	15	1.8
Somerset	10	1.8
Nicholasville	17	1.7
Middlesboro	9	1.7
Shelbyville	8	1.6
Mayfield	8	1.5
Georgetown	14	1.5
Murray	9	1.2
Danville	9	1.2
Glasgow	7	1.1
Independence	5	0.7
Fort Thomas	6	0.7
POPULATION CATEGORY 5,000-9,999		
Bellevue	16	4.9
Russellville	13	3.6
Morehead	9	3.0
Franklin	10	2.5
Elsmere	9	2.2
Corbin	8	2.1
Maysville	9	2.0
Dayton	6	2.0
Cynthiana	6	1.9
Highland Heights	6	1.8
Flatwoods	6	1.6
Versailles	6	1.6
Princeton	5	1.5
Central City	4	1.4
Alexandria	6	1.4
Lebanon	4	1.4
London	4	1.4
Leitchfield	4	1.3
Berea	6	1.2
Shepherdsville	4	1.0
Williamsburg	2	0.8
Monticello	2	0.7
Taylor Mill	2	0.6
Edgewood	3	0.6
Harrodsburg	2	0.5
Villa Hills	2	0.5
Mount Washington	2	0.5
Paris	2	0.4
Lawrenceburg	2	0.4
Fort Wright	1	0.4
Mount Sterling	1	0.3
POPULATION CATEGORY 2,500-4,999		
Lancaster	5	2.7
Tompkinsville	3	2.3
Fulton	3	2.2
Hodgenville	3	2.1
Carrollton	4	2.1
Ludlow	4	1.8
Stanford	3	1.7
Cold Spring	3	1.6
Russell	3	1.6
Mount Vernon	2	1.5
Calvert City	2	1.5
Scottsville	3	1.4
Greenville	3	1.4
Irvine	2	1.4
Williamstown	2	1.2
Benton	2	1.0
Vine Grove	2	1.0
Paintsville	2	1.0
Columbia	2	1.0
Hickman	1	0.8
Hartford	1	0.8
Stanton	1	0.7
Lakeside Park	1	0.7
Beaver Dam	1	0.7
Morganfield	1	0.6
Providence	1	0.6
Prestonsburg	1	0.6
Marion	1	0.6
Barbourville	1	0.6

TABLE 47. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	22	5.7
Bracken	23	5.6
Robertson	6	5.3
Elliott	18	5.3
Livingston	24	4.9
Gallatin	18	4.6
Menifee	14	4.3
Trimble	17	4.2
Lyon	16	4.0
Crittenden	17	3.6
Ballard	14	3.4
Wolfe	11	3.1
Carlisle	8	3.0
Hancock	12	2.9
Nicholas	10	2.9
McLean	14	2.8
Cumberland	9	2.5
Hickman	5	1.9
Owsley	4	1.6
Clinton	7	1.5
Lee	5	1.3
POPULATION CATEGORY 10,000-14,999		
Leslie	34	5.5
Spencer	30	5.1
Carroll	26	5.1
Pendleton	35	4.9
Washington	25	4.6
Owen	22	4.2
Powell	25	3.8
Morgan	26	3.7
Todd	20	3.3
Bath	18	3.2
Trigg	20	3.2
Webster	21	3.0
Jackson	20	3.0
Butler	19	2.9
Caldwell	19	2.9
Garrard	21	2.8
Metcalfe	12	2.4
Larue	15	2.2
Edmonson	12	2.1
Green	12	2.1
Fleming	14	2.0
Martin	11	1.7
Magoffin	9	1.4
Lewis	9	1.3
Monroe	5	0.9
POPULATION CATEGORY 15,000-24,999		
Union	48	6.1
Marion	42	4.6
Adair	40	4.6
Grant	51	4.6
Montgomery	51	4.5
Rowan	47	4.3
Breathitt	34	4.2
Rockcastle	33	4.0
Ohio	43	3.8
Johnson	45	3.8
Anderson	33	3.5
Mercer	35	3.4
Allen	30	3.4
Taylor	38	3.3
Mason	28	3.3
Estill	25	3.3
Knott	28	3.2
Harrison	28	3.1
Bourbon	30	3.1
Henry	23	3.1
Lawrence	23	3.0
Woodford	35	3.0
Russell	23	2.8
McCreary	23	2.7
Clay	33	2.7
Hart	23	2.6
Simpson	19	2.3
Casey	17	2.2
Grayson	26	2.2
Lincoln	23	2.0
Breckinridge	15	1.6
Wayne	12	1.2
POPULATION CATEGORY 25,000-50,000		
Henderson	104	4.6
Marshall	67	4.4
Boyd	108	4.3
Scott	69	4.2
Hopkins	96	4.1
Muhlenberg	64	4.0
Nelson	75	4.0
Carter	53	3.9
Graves	72	3.9
Harlan	59	3.6
Perry	52	3.5
Calloway	59	3.5
Letcher	43	3.4
Clark	57	3.4
Whitley	60	3.3
Shelby	53	3.2
Jessamine	62	3.2
Franklin	74	3.1
Knox	47	3.0
Boyle	42	3.0
Floyd	60	2.8
Greenup	45	2.4
Barren	46	2.4
Meade	31	2.4
Logan	30	2.3
Bell	33	2.2
Oldham	50	2.2
POPULATION CATEGORY OVER 50,000		
McCracken	174	5.3
Pike	162	4.7
Warren	194	4.2
Pulaski	116	4.1
Boone	178	4.1
Madison	135	3.8
Fayette	463	3.6
Daviess	160	3.5
Hardin	160	3.4
Jefferson	1,169	3.4
Christian	119	3.3
Campbell	127	2.9
Laurel	75	2.8
Bullitt	84	2.7
Kenton	191	2.5

TABLE 48. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	587	4.6
Lexington	354	2.7
POPULATION CATEGORY 20,000-55,000		
Paducah	79	6.0
Elizabethtown	50	4.4
Bowling Green	98	4.0
Florence	44	3.7
Henderson	50	3.7
Ashland	35	3.2
Radcliff	34	3.1
Owensboro	75	2.8
Hopkinsville	41	2.7
Richmond	37	2.7
Frankfort	28	2.0
Covington	42	1.9
Jeffersontown	15	1.1
POPULATION CATEGORY 10,000-19,999		
Madisonville	42	4.4
Somerset	25	4.4
Newport	37	4.3
Shively	32	4.2
Bardstown	21	4.0
Georgetown	29	3.2
Murray	23	3.1
Erlanger	24	2.9
Danville	22	2.8
Campbellsville	14	2.7
Mayfield	14	2.7
Nicholasville	22	2.2
Glasgow	13	2.0
Shelbyville	10	2.0
Winchester	16	1.9
Independence	13	1.7
Middlesboro	7	1.3
Fort Thomas	6	0.7
POPULATION CATEGORY 5,000-9,999		
Pikeville	29	9.2
Morehead	19	6.4
Mount Sterling	15	5.1
Central City	15	5.1
Shepherdsville	20	4.8
London	13	4.6
Cynthiana	12	3.8
Paris	16	3.5
Williamsburg	9	3.5
Lebanon	9	3.1
Harrodsburg	12	3.0
Leitchfield	8	2.6
Russellville	9	2.5
Fort Wright	7	2.5
Versailles	9	2.4
Berea	10	2.0
Maysville	9	2.0
Mount Washington	8	1.9
Alexandria	8	1.9
La Grange	5	1.8
Fort Mitchell	7	1.7
Princeton	5	1.5
Corbin	6	1.5
Taylor Mill	5	1.4
Flatwoods	5	1.3
Elsmere	5	1.2
Highland Heights	4	1.2
Edgewood	5	1.1
Dayton	3	1.0
Monticello	3	1.0
Villa Hills	4	1.0
Lawrenceburg	4	0.9
Franklin	3	0.8
Bellevue	2	0.6
POPULATION CATEGORY 2,500-4,999		
Fulton	10	7.2
Columbia	11	5.5
Hazard	12	5.0
Prestonsburg	9	5.0
Morganfield	8	4.6
Calvert City	6	4.4
Benton	9	4.3
Carrollton	8	4.2
Grayson	8	4.1
Paintsville	8	3.9
Mount Vernon	5	3.9
Williamstown	6	3.7
Scottsville	8	3.7
Providence	6	3.3
Russell	6	3.3
Beaver Dam	5	3.3
Stanton	5	3.3
Cold Spring	6	3.2
Greenville	7	3.2
Springfield	4	3.0
Barbourville	5	2.8
Hodgenville	4	2.8
Marion	4	2.5
Stanford	4	2.3
Cumberland	3	2.3
Lancaster	4	2.1
Irvine	3	2.1
Flemingsburg	3	2.0
Dawson Springs	3	2.0
Hickman	2	1.6
Lakeside Park	2	1.4
Vine Grove	3	1.4
Ludlow	2	0.9
Tompkinsville	1	0.8
Hartford	1	0.8

TABLE 49. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	10	2.8
Hancock	11	2.6
Gallatin	9	2.3
McLean	11	2.2
Trimble	9	2.2
Crittenden	8	1.7
Carlisle	4	1.5
Elliott	5	1.5
Menifee	5	1.5
Fulton	5	1.3
Bracken	5	1.2
Owsley	3	1.2
Ballard	5	1.2
Nicholas	4	1.2
Clinton	5	1.0
Robertson	1	0.9
Livingston	4	0.8
Lee	3	0.8
Cumberland	3	0.8
Hickman	0	0.0
Lyon	0	0.0
POPULATION CATEGORY 10,000-14,999		
Morgan	23	3.3
Leslie	20	3.2
Washington	14	2.6
Metcalfe	12	2.4
Magoffin	15	2.3
Todd	14	2.3
Carroll	11	2.2
Lewis	15	2.1
Martin	13	2.1
Fleming	14	2.0
Spencer	11	1.9
Pendleton	14	1.9
Garrard	13	1.8
Bath	9	1.6
Edmonson	9	1.5
Jackson	10	1.5
Powell	10	1.5
Trigg	9	1.4
Larue	9	1.3
Webster	9	1.3
Green	7	1.2
Caldwell	7	1.1
Butler	7	1.1
Monroe	6	1.0
Owen	4	0.8
POPULATION CATEGORY 15,000-24,999		
Breathitt	33	4.1
Anderson	36	3.8
Grant	38	3.4
Clay	39	3.2
Rowan	35	3.2
Montgomery	32	2.8
Woodford	30	2.6
Knott	22	2.5
Rockcastle	21	2.5
Grayson	29	2.4
Bourbon	19	2.0
Wayne	18	1.8
Hart	15	1.7
Johnson	19	1.6
Marion	15	1.6
Estill	12	1.6
Taylor	17	1.5
Lawrence	12	1.5
Union	12	1.5
Adair	13	1.5
Harrison	13	1.4
Mason	12	1.4
Henry	10	1.3
McCreary	10	1.2
Mercer	13	1.2
Breckinridge	9	1.0
Lincoln	10	0.9
Ohio	10	0.9
Casey	6	0.8
Allen	7	0.8
Russell	2	0.2
Simpson	2	0.2
POPULATION CATEGORY 25,000-50,000		
Jessamine	109	5.6
Floyd	99	4.7
Perry	62	4.2
Letcher	36	2.8
Franklin	61	2.6
Shelby	43	2.6
Bell	37	2.5
Henderson	52	2.3
Clark	38	2.3
Scott	35	2.1
Oldham	47	2.0
Nelson	38	2.0
Carter	25	1.9
Calloway	33	1.9
Knox	31	1.9
Muhlenberg	30	1.9
Harlan	30	1.8
Boyd	44	1.8
Boyle	21	1.5
Whitley	27	1.5
Graves	26	1.4
Hopkins	32	1.4
Logan	19	1.4
Greenup	25	1.4
Barren	22	1.2
Marshall	15	1.0
Meade	9	0.7
POPULATION CATEGORY OVER 50,000		
Jefferson	1,115	3.2
Bullitt	80	2.6
Warren	115	2.5
Madison	86	2.4
Christian	85	2.4
Kenton	171	2.3
Fayette	281	2.2
Pulaski	55	2.0
Campbell	89	2.0
Boone	81	1.9
Pike	65	1.9
McCracken	61	1.9
Laurel	51	1.9
Daviess	77	1.7
Hardin	75	1.6

TABLE 50. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2000-2004)

CITY	NUMBER OF CRASHES (2000-2004)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	544	4.2
Lexington	228	1.8
POPULATION CATEGORY 20,000-55,000		
Hopkinsville	56	3.7
Frankfort	37	2.7
Covington	52	2.4
Richmond	31	2.3
Paducah	30	2.3
Bowling Green	55	2.2
Ashland	23	2.1
Florence	25	2.1
Henderson	24	1.8
Jeffersontown	22	1.7
Elizabethtown	16	1.4
Owensboro	37	1.4
Radcliff	14	1.3
POPULATION CATEGORY 10,000-19,999		
Nicholasville	49	5.0
Bardstown	18	3.5
Shively	26	3.4
Shelbyville	17	3.4
Murray	22	2.9
Somerset	16	2.8
Winchester	23	2.8
Newport	21	2.5
Campbellsville	12	2.3
Middlesboro	11	2.1
Georgetown	18	2.0
Independence	13	1.7
Danville	10	1.3
Madisonville	12	1.2
Mayfield	6	1.2
Erlanger	8	1.0
Glasgow	5	0.8
Fort Thomas	4	0.5
POPULATION CATEGORY 5,000-9,999		
Morehead	15	5.1
London	12	4.2
Lawrenceburg	18	4.0
Versailles	15	4.0
Monticello	11	3.7
Alexandria	14	3.4
Shepherdsville	13	3.1
Lebanon	9	3.1
Pikeville	9	2.9
La Grange	8	2.8
Mount Sterling	8	2.7
Villa Hills	9	2.3
Taylor Mill	8	2.3
Leitchfield	7	2.3
Paris	10	2.2
Wilmore	5	1.7
Maysville	7	1.6
Williamsburg	4	1.6
Cynthiana	5	1.6
Berea	8	1.6
Corbin	6	1.5
Fort Wright	4	1.4
Edgewood	6	1.3
Central City	3	1.0
Dayton	3	1.0
Bellevue	3	0.9
Russellville	3	0.8
Elsmere	3	0.7
Fort Mitchell	3	0.7
Mount Washington	3	0.7
Princeton	2	0.6
Highland Heights	2	0.6
Flatwoods	2	0.5
Franklin	1	0.3
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	11	6.1
Hazard	13	5.4
Flemingsburg	5	3.3
Barbourville	6	3.3
Williamstown	5	3.1
Morganfield	5	2.9
Carrollton	5	2.6
Columbia	5	2.5
Paintsville	5	2.4
Springfield	3	2.3
Lancaster	4	2.1
Irvine	3	2.1
Stanton	3	2.0
Vine Grove	4	1.9
Benton	4	1.9
Scottsville	4	1.8
Grayson	3	1.5
Lakeside Park	2	1.4
Marion	2	1.3
Hartford	1	0.8
Cumberland	1	0.8
Beaver Dam	1	0.7
Dawson Springs	1	0.7
Park Hills	1	0.7
Fulton	1	0.7
Providence	1	0.6
Southgate	1	0.6
Stanford	1	0.6
Greenville	1	0.5

TABLE 51. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2000-2004)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	213	54.1
Lyon	181	44.8
Ballard	181	43.7
Fulton	105	27.1
Bracken	101	24.4
Wolfe	85	24.1
Crittenden	112	23.9
Livingston	116	23.7
McLean	110	22.1
Trimble	88	21.7
Hancock	77	18.4
Hickman	46	17.5
Cumberland	61	17.1
Owsley	41	16.9
Carlisle	44	16.4
Clinton	77	16.0
Nicholas	43	12.6
Elliott	41	12.2
Lee	32	8.1
Robertson	8	7.1
Menifee	21	6.4
POPULATION CATEGORY 10,000-14,999		
Carroll	323	63.6
Bath	180	32.5
Leslie	187	30.2
Webster	207	29.3
Caldwell	176	27.0
Metcalfe	134	26.7
Lewis	186	26.4
Larue	168	25.1
Pendleton	172	23.9
Washington	127	23.3
Trigg	146	23.2
Monroe	125	21.3
Todd	123	20.5
Garrard	135	18.3
Powell	120	18.1
Fleming	119	17.3
Martin	108	17.2
Green	94	16.3
Magoffin	108	16.2
Owen	84	15.9
Butler	101	15.5
Spencer	85	14.4
Morgan	100	14.3
Edmonson	74	12.7
Jackson	75	11.1
POPULATION CATEGORY 15,000-24,999		
Rockcastle	463	55.8
Simpson	443	54.0
Henry	343	45.6
Grant	481	43.0
Hart	370	42.4
Mason	334	39.8
Woodford	390	33.6
Rowan	342	31.0
Bourbon	295	30.5
Knott	244	27.7
Grayson	330	27.4
Ohio	290	25.3
Montgomery	280	24.8
Adair	212	24.6
Lawrence	181	23.3
Union	179	22.9
Breathitt	168	20.9
Marion	182	20.0
Anderson	183	19.2
Taylor	202	17.6
Allen	154	17.3
Mercer	170	16.3
Harrison	144	16.0
Casey	120	15.5
Russell	125	15.3
Lincoln	179	15.3
Johnson	177	15.1
Clay	170	13.8
McCreary	111	13.0
Wayne	123	12.3
Breckinridge	106	11.4
Estill	74	9.7
POPULATION CATEGORY 25,000-50,000		
Scott	731	44.2
Shelby	652	39.1
Henderson	819	36.5
Barren	633	33.3
Perry	481	32.7
Clark	542	32.7
Boyd	753	30.3
Letcher	356	28.2
Hopkins	648	27.9
Whitley	493	27.5
Jessamine	525	26.9
Carter	355	26.4
Marshall	397	26.4
Logan	342	25.7
Muhlenberg	390	24.5
Floyd	503	23.7
Nelson	427	22.8
Harlan	376	22.6
Bell	338	22.5
Oldham	489	21.2
Franklin	502	21.1
Graves	391	21.1
Calloway	357	20.9
Knox	304	19.1
Boyle	265	19.1
Greenup	220	11.9
Meade	150	11.4
POPULATION CATEGORY OVER 50,000		
Boone	2,215	51.5
Pike	1,345	39.1
Laurel	957	36.3
Warren	1,601	34.6
Kenton	2,414	31.9
Fayette	4,073	31.3
Madison	1,101	31.1
McCracken	982	30.0
Jefferson	10,000	28.8
Hardin	1,326	28.2
Bullitt	846	27.6
Christian	879	24.3
Pulaski	668	23.8
Campbell	999	22.5
Daviess	1,006	22.0

TABLE 52. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2000 - 2004)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Bracken	2	0.48
Hickman	1	0.38
Carlisle	1	0.37
Nicholas	1	0.29
Fulton	1	0.26
Gallatin	1	0.25
Hancock	1	0.24
McLean	0	0.00
Livingston	0	0.00
Clinton	0	0.00
Crittenden	0	0.00
Ballard	0	0.00
Trimble	0	0.00
Lyon	0	0.00
Lee	0	0.00
Cumberland	0	0.00
Wolfe	0	0.00
Elliott	0	0.00
Menifee	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Magoffin	4	0.60
Carroll	3	0.59
Todd	3	0.50
Lewis	3	0.43
Edmonson	1	0.17
Caldwell	1	0.15
Webster	1	0.14
Garrard	0	0.00
Pendleton	0	0.00
Morgan	0	0.00
Fleming	0	0.00
Jackson	0	0.00
Larue	0	0.00
Powell	0	0.00
Butler	0	0.00
Trigg	0	0.00
Martin	0	0.00
Leslie	0	0.00
Spencer	0	0.00
Monroe	0	0.00
Green	0	0.00
Bath	0	0.00
Washington	0	0.00
Owen	0	0.00
Metcalfe	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Grant	8	0.71
Lincoln	8	0.68
Mercer	6	0.58
Simpson	4	0.49
Knott	4	0.45
Henry	3	0.40
Hart	3	0.34
Anderson	3	0.31
Grayson	3	0.25
Harrison	2	0.22
Woodford	2	0.17
Lawrence	1	0.13
Breathitt	1	0.12
Rockcastle	1	0.12
POPULATION CATEGORY 15,000-24,999 (cont.)		
McCreary	1	0.12
Breckinridge	1	0.11
Bourbon	1	0.10
Ohio	1	0.09
Johnson	1	0.09
Clay	0	0.00
Taylor	0	0.00
Montgomery	0	0.00
Rowan	0	0.00
Wayne	0	0.00
Marion	0	0.00
Allen	0	0.00
Adair	0	0.00
Mason	0	0.00
Russell	0	0.00
Union	0	0.00
Casey	0	0.00
Estill	0	0.00
POPULATION CATEGORY 25,000-49,999		
Bell	9	0.60
Letcher	7	0.55
Oldham	11	0.48
Floyd	10	0.47
Hopkins	10	0.43
Shelby	6	0.36
Perry	5	0.34
Harlan	5	0.30
Henderson	6	0.27
Boyd	6	0.24
Muhlenberg	3	0.19
Scott	3	0.18
Logan	2	0.15
Marshall	2	0.13
Knox	2	0.13
Whitley	2	0.11
Nelson	2	0.11
Barren	2	0.11
Clark	1	0.06
Calloway	1	0.06
Greenup	1	0.05
Graves	1	0.05
Jessamine	1	0.05
Franklin	0	0.00
Boyle	0	0.00
Carter	0	0.00
Meade	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Pike	14	0.41
Pulaski	9	0.32
Jefferson	70	0.20
Daviess	9	0.20
Boone	6	0.14
Christian	5	0.14
Hardin	6	0.13
Madison	4	0.11
Kenton	7	0.09
Laurel	2	0.08
Bullitt	2	0.07
Fayette	6	0.05
Warren	2	0.04
Campbell	1	0.02
McCracken	0	0.00

TABLE 53. CRASHES INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL OF VEHICLE INSPECTION LAW

TIME PERIOD	NUMBER OF CRASHES INVOLVING VEHICLE DEFECTS	PERCENT OF ALL CRASHES INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.90
2001	7,325	4.67
2002	7,338	4.67
2003	6,882	4.41
2004	6,811	4.29

APPENDIX A

STATEWIDE CRASH RATES AS A FUNCTION OF SEVERAL VARIABLES

Highways are grouped into various system classifications. Three common types of groupings include: 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide crash rates were determined for each of those groupings. The following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways are grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates are determined considering all crashes, injury crashes only, and fatal crashes only. The highest overall crash rates are for urban principal arterials (non-interstate or freeway) followed by urban minor arterials. The lowest overall rates are for rural principal arterials (interstate) followed by urban principal arterials (interstate and other freeway). Injury crash rates for the various categories are ordered similar to overall crash rates. However, the ordering for the fatal crash rates is very different. The highest fatal crash rates are for rural collectors, rural local roadways, and minor arterials. Urban principal arterials (interstate and other freeway) have the lowest fatal crash rate with several other urban classifications, as well as rural interstates, also having a relatively low fatal crash rate.

Statewide crash rates by administrative classification are listed in Table A-2. The rate for the primary system is lowest and the rate for the secondary system is the highest. Rates for the rural secondary and unclassified systems are between those two levels.

The benefits of providing a median and increasing the median width are shown in Table A-3. The crash rate for rural highways having four or more lanes that are divided and have a median width of less than 30 feet is less than that for an undivided highway. The crash rate is decreased significantly more when comparing a highway that is divided with a median width of more than 30 feet to a highway having a median width of less than 30 feet.

The effect of access control is described in Table A-4. The large reduction in the crash rate for highways having full control of access compared to those with partial or no access control is shown. However, the crash rate for partial control of access is closer to no access control than to full access control.

An analysis of crash rates for rural highways by federal-aid system and terrain is presented in Table A-5. Each county was given a terrain classification as flat, rolling, or mountainous since a classification was not available for each road segment. Considering the entire system, the rates are similar for all terrain classifications within each federal-aid system.

Rates by rural-urban designation are shown in Table A-6. The lowest rate is for rural areas and the highest rate is for small urban areas.

The summary of crash rates by route signing identifier reveals that US-signed routes have a rate similar to that for state-marked routes, with interstates having a much lower rate (Table A-7). Although the geometric features on the US-signed routes would be expected to be superior to state-marked routes, the US-signed routes have a higher average volume which may partially account for the similar crash rate.

The relationship between crash rate and traffic volume (average annual daily traffic) for various federal-aid highway classifications is illustrated in Table A-8. For interstates that have high design criteria, the crash rate is fairly constant up until the volume range of over 40,000 vehicles per day where an increase occurred. For each of the other highway classifications, the rate for the lowest volume category (AADT under 1,000) tends to be high. One reason for a high rate at low-volume locations is the fact that a few crashes may increase the rate substantially. Lower volume roads also are constructed to less stringent design guidelines, which could contribute to a higher crash rate. The rate on low volume roads can fluctuate substantially with a slight change in crashes due to the low traffic volume.

The percentage of crashes occurring during wet, snow, or icy pavement conditions or during darkness by rural or urban highway type classification is given in Table A-9. The overall percentage of crashes occurring during wet pavement conditions is 23 percent on rural roadways and 19 percent on urban roadways. There are large variations in the percentage of crashes occurring on the various highway types during snow or icy conditions. This five-year statewide percentage would change depending on the amount of snowfall any given year. The percentage on rural roads (5.9 percent) is substantially higher than that on urban roads (3.4 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.8 percent on rural parkways. There are also large variations in the percentage of crashes occurring during darkness. The overall percentage is higher on rural roads (30 percent) than urban roads (23 percent). The highest percentage is on rural parkways, followed closely by urban and rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2000 - 2004)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	529	32,023	40	10	0.5
	Principal Arterial, Other Freeway	2,107	8,398	97	29	1.3
	Minor Arterial	1,643	4,524	184	54	2.0
	Major Collector	6,797	2,295	221	70	2.6
	Minor Collector	9,362	734	228	80	3.0
	Local System	4,667	477	191	60	2.1
Urban	Principal Arterial, Interstate	225	73,429	74	16	0.3
	Principal Arterial, Other Freeway	84	26,254	90	20	0.3
	Other Principal Arterial	681	19,674	315	74	0.9
	Minor Arterial	1,110	10,164	277	65	0.8
	Collector	1,004	4,442	114	28	0.5
	Local System	122	2,203	183	46	1.0

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2000 - 2004)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	174,071	4,745	14,762	136
Secondary	137,634	8,220	3,456	265
Rural Secondary	41,702	12,283	789	236
Unclassified	5,970	2,194	694	215

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2000 - 2004))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	3,895	83	15,911	162
Divided, Median Less Than 30 Feet, No Barrier	7,557	271	14,588	105
Divided, Median Greater Than 30 Feet, No Barrier	23,551	1,304	18,401	54

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2000 - 2004)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	54,658	1,439	28,441	73
Partial Control	15,067	331	11,163	224
No Control	347,115	25,890	2,586	284

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2000 - 2004)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	57	58	53
Federal-Aid Primary	172	151	142
Federal-Aid Secondary	223	266	263
Non Federal-Aid	271	288	272
All	211	182	185

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2000 - 2004)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	207,332	25,106	2,660	170
Small Urban Area	76,022	1,307	9,941	321
Urbanized Area	133,698	1,313	22,802	245

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2000 - 2004)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	44,309	754	44,360	73
US	159,168	3,561	8,293	295
State	213,356	23,127	2,018	251

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2000 - 2004)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM)				
	INTERSTATE	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	*	285	378	305	281
1,000-2,499	*	191	250	222	412
2,500-4,999	*	218	279	279	329
5,000-9,999	*	155	253	243	253
10,000-19,999	53	177	309	324	294
20,000-29,999	49	324	428	394	418
30,000-39,999	57	369	326	*	*
40,000 or more	77	212	322	265	281

* No data in this volume range.

TABLE A-9. PERCENTAGE OF CRASHES OCCURING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION (2000 - 2004)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	25	4.7	29
	Two-Lane	24	5.5	29
	Three-Lane	18	3.0	28
	Four-Lane Divided (Non-Interstate or Parkway)	20	4.0	27
	Four-Lane Undivided	18	2.5	20
	Interstate	26	10.3	39
	Parkway	24	11.8	42
	All Rural	23	5.9	30
Urban	Two-Lane	18	3.4	22
	Three-Lane	18	2.4	24
	Four-Lane Divided (Non-Interstate or Parkway)	18	2.6	21
	Four-Lane Undivided	18	2.0	18
	Interstate	24	8.7	40
	Parkway	19	10.6	34
	All Urban	19	3.4	23

APPENDIX B

CRASH DATA FOR THREE-YEAR PERIOD (1999-2001)

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	69	530	270	87	0.0
Two-Lane	23,309	1,620	239	76	3.3
Three-Lane	28	5,490	149	34	1.2
Four-Lane Divided (Non-Interstate or Parkway)	561	11,360	119	36	1.5
Four-Lane Undivided	48	13,520	233	52	2.0
Interstate	532	32,460	54	13	0.7
Parkway	571	9,000	66	17	0.9
All	25,119	2,680	167	51	2.3

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,241	6,520	258	59	1.0
Three-Lane	33	10,940	485	81	1.3
Four-Lane Divided (Non-Interstate or Parkway)	398	23,990	278	64	1.0
Four-Lane Undivided	292	19,770	438	93	1.2
Interstate	249	67,970	92	18	0.5
Parkway	44	12,830	110	22	0.8
All **	3,288	14,840	231	50	0.8

* Average for the three years.

** Includes small number of one-, five-, and six-lane highways.

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	109	230	0.20	0.81
	Two-Lane	98,421	77,698	0.59	0.72
	Three-Lane	254	94	2.00	0.45
	Four-Lane Divided (Non-Interstate or Parkway)	8,330	1,871	4.15	0.36
	Four-Lane Undivided	1,664	161	4.93	0.70
	Interstate	10,201	1,772	11.85	0.16
	Parkway	3,736	1,904	3.29	0.20
	All Rural	122,715	83,730	0.98	0.50
Urban	Two-Lane	41,230	7,469	2.38	0.77
	Three-Lane	1,890	108	3.99	1.45
	Four-Lane Divided	29,113	1,326	8.76	0.84
	Four-Lane Undivided	27,722	975	7.22	1.31
	Interstate	17,013	830	24.81	0.28
	Parkway	680	147	4.68	0.33
	All Urban**	123,278	10,960	5.42	0.69

* Average for the three years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.47	3	1.58	5
	Two-Lane	1.27	5	4.22	10
	Three-Lane	2.69	7	8.96	17
	Four-Lane Divided (Non-Interstate or Parkway)	4.45	10	14.84	25
	Four-Lane Undivided	10.33	19	34.43	50
	Interstate	5.76	12	19.19	31
	Parkway	1.96	6	6.54	14
	All Rural	1.47	5	4.89	11
Urban	Two-Lane	5.52	12	18.40	30
	Three-Lane	17.42	29	58.08	78
	Four-Lane Divided	21.95	35	73.17	96
	Four-Lane Undivided	28.45	43	94.82	120
	Interstate	20.50	33	68.33	90
	Parkway	4.62	11	15.40	26
	All Urban**	11.25	20	37.49	54

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	109	690	0.20	0.27
	Two-Lane	98,421	233,093	0.59	0.24
	Three-Lane	254	283	2.00	0.15
	Four-Lane Divided (Non-Interstate or Parkway)	8,330	5,613	4.15	0.12
	Four-Lane Undivided	1,664	483	4.93	0.23
	Interstate	10,201	5,317	11.85	0.05
	Parkway	3,736	5,713	3.29	0.07
	All Rural	122,715	251,190	0.98	0.17
Urban	Two-Lane	41,230	22,407	2.38	0.26
	Three-Lane	1,890	325	3.99	0.48
	Four-Lane Divided	29,113	3,979	8.76	0.28
	Four-Lane Undivided	27,722	2,924	7.22	0.44
	Interstate	17,013	2,490	24.81	0.09
	Parkway	680	441	4.68	0.11
	All Urban**	123,278	32,879	5.42	0.23

* Average for the three years. The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2002-2004)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.16	2	1.58	5
	Two-Lane	0.42	3	4.22	10
	Three-Lane	0.90	4	8.96	17
	Four-Lane Divided (Non-Interstate or Parkway)	1.48	5	14.84	25
	Four-Lane Undivided	3.44	9	34.43	50
	Interstate	1.92	6	19.19	31
	Parkway	0.65	3	6.54	14
	All Rural	0.49	3	4.89	11
Urban	Two-Lane	1.84	6	18.40	30
	Three-Lane	5.81	13	58.08	78
	Four-Lane Divided	7.32	15	73.17	96
	Four-Lane Undivided	9.48	18	94.82	120
	Interstate	6.83	14	68.33	90
	Parkway	1.54	5	15.40	26
	All Urban**	3.75	9	37.49	54

* The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2002-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.88	8.62	7.95
500	2.99	2.86	2.52
1,000	2.01	1.90	1.64
2,500	1.26	1.19	0.99
5,000	0.93	0.87	0.72
7,500	0.80	0.74	0.60
10,000	0.72	0.67	0.54
15,000	0.63	0.58	0.46
20,000	0.58	0.53	0.42

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2002-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.24	2.81	1.74	1.90
1,000	1.43	1.87	1.06	1.18
2,500	0.84	1.16	0.58	0.66
5,000	0.59	0.85	0.39	0.45
10,000	0.44	0.65	0.27	0.32
15,000	0.37	0.57	0.22	0.27
20,000	0.33	0.52	0.20	0.24
30,000	0.29	0.46	0.17	0.20
40,000	0.27	0.43	0.15	0.18
50,000	0.25	0.41	0.14	0.17

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2002-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	2.95	3.81
1,000	1.97	2.64
2,500	1.24	1.74
5,000	0.91	1.33
7,500	0.78	1.16
10,000	0.70	1.06
15,000	0.61	0.95
20,000	0.56	0.88
30,000	0.50	0.81
40,000	0.47	0.76

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2002-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.04	2.53	1.29	1.38
5,000	0.95	1.26	0.51	0.57
10,000	0.74	1.00	0.37	0.41
15,000	0.65	0.89	0.31	0.35
20,000	0.59	0.83	0.28	0.32
30,000	0.53	0.75	0.24	0.27
40,000	0.50	0.71	0.22	0.25
50,000	0.47	0.68	0.20	0.23
60,000	0.46	0.66	0.19	0.22
70,000	0.44	0.64	0.18	0.21
80,000	0.43	0.63	0.18	0.21
90,000	0.42	0.62	0.17	0.20
100,000	0.41	0.61	0.17	0.20

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2000-2004)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	5	8	14	27	48	68	87
Two-Lane	8	15	25	52	94	135	175
Three-Lane	12	24	42	92	172	249	325
Four-Lane Divided (Non-Interstate and Parkway)	19	39	70	156	295	431	566
Four-Lane Undivided	40	87	162	377	727	1,072	1,414
Interstate	22	45	82	185	351	514	675
Parkway	10	20	34	72	133	192	251

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2000-2004)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	23	48	87	198	305	376
Three-Lane (Non-Interstate and Parkway)	58	129	241	569	891	1,104
Four-Lane Divided	68	153	289	685	1,075	1,332
Four-Lane Undivided	87	198	375	895	1,407	1,746
Interstate	63	140	264	624	978	1,212
Parkway	18	37	67	150	230	283

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,268	1,573	1,139	793	632
200	1,573	1,139	860	632	524
300	1,295	961	744	564	478
400	1,139	860	677	524	451
500	1,035	793	632	498	433
700	905	707	575	463	409
1,000	793	632	524	433	388
1,500	691	564	478	405	368
2,000	632	524	451	388	357
2,500	593	498	433	377	349
3,000	564	478	419	368	343

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,124	1,460	1,047	720	569	468
300	1,195	879	674	505	425	370
500	949	720	569	443	383	341
1,000	720	569	468	383	341	312
1,500	624	505	425	356	323	299
2,000	569	468	400	341	312	292
3,000	505	425	370	323	299	283
4,000	468	400	353	312	292	278
5,000	443	383	341	305	287	274
7,000	411	360	325	295	280	269
8,000	400	353	320	292	278	268
9,000	390	346	316	289	276	266
10,000	383	341	312	287	274	265

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,725	1,149	799	658	527
300	924	658	490	420	353
500	717	527	404	353	303
1,000	527	404	323	288	255
1,500	449	353	288	261	234
2,000	404	323	268	245	222
3,000	353	288	245	226	208
4,000	323	268	231	215	199
5,000	303	255	222	208	193
6,000	288	245	215	202	189
7,000	277	237	210	198	186
8,000	268	231	206	194	183
9,000	261	226	202	192	181
10,000	255	222	199	189	179

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	653	475	360	266	222
1,000	475	360	285	222	192
2,500	333	266	222	184	165
5,000	266	222	192	165	153
7,500	238	203	178	157	147
10,000	222	192	171	153	144
15,000	203	178	162	147	140
20,000	192	171	156	144	137
30,000	178	162	150	140	134
40,000	171	156	146	137	133
50,000	165	153	144	136	132

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	988	753	597	468	405
1,000	753	597	493	405	362
2,500	559	468	405	351	324
5,000	468	405	362	324	306
7,500	428	378	343	313	298
10,000	405	362	332	306	293
20,000	362	332	311	293	284
30,000	343	319	302	287	280
40,000	332	311	296	284	277
50,000	324	306	293	281	275

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	438	302	218	151	120	99
1,000	302	218	164	120	99	85
2,500	198	151	120	94	81	72
5,000	151	120	99	81	72	66
7,500	131	106	90	76	69	64
10,000	120	99	85	72	66	62
20,000	99	85	75	66	62	59
30,000	90	78	71	64	60	58
40,000	85	75	68	62	59	57
50,000	81	72	66	61	59	57

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	545	376	271	187	149	123
700	403	288	214	155	127	108
1,000	337	246	187	139	116	101
1,500	279	209	163	125	106	94
2,000	246	187	149	116	101	90
3,000	209	163	132	106	94	85
4,000	187	149	123	101	90	82
5,000	173	139	116	97	87	81
7,000	155	127	108	92	84	78
10,000	139	116	101	87	81	76
20,000	116	101	90	81	76	73
40,000	101	90	82	76	73	70

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,014	774	616	484	420
1,000	774	616	510	420	376
2,500	577	484	420	365	338
5,000	484	420	376	338	319
7,500	444	392	357	326	310
10,000	420	376	345	319	305
15,000	392	357	332	310	299
20,000	376	345	324	305	296
30,000	357	332	315	299	292
40,000	345	324	309	296	289
50,000	338	319	305	294	288

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,447	1,145	942	770	686
1,000	1,145	942	805	686	628
2,500	892	770	686	614	578
5,000	770	686	628	578	552
7,500	718	650	603	562	541
10,000	686	628	588	552	534
15,000	650	603	570	541	527
20,000	628	588	559	534	522
30,000	603	570	547	527	516
40,000	588	559	539	522	513
50,000	578	552	534	519	511

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	788	628	521	429	385
2,500	589	494	429	374	346
5,000	494	429	385	346	327
10,000	429	385	354	327	313
15,000	401	365	340	318	307
20,000	385	354	332	313	304
25,000	374	346	327	310	301
30,000	365	340	323	307	300
40,000	354	332	317	304	297
50,000	346	327	313	301	295
60,000	340	323	310	300	294

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,090	894	761	646	590
2,500	845	727	646	576	541
5,000	727	646	590	541	516
10,000	646	590	551	516	499
15,000	611	565	534	506	492
20,000	590	551	523	499	487
25,000	576	541	516	495	484
30,000	565	534	511	492	482
40,000	551	523	504	487	479
50,000	541	516	499	484	477
60,000	534	511	496	482	475

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	408	304	236	181	154
5,000	220	181	154	131	119
10,000	181	154	135	119	112
20,000	154	135	123	112	106
30,000	142	127	117	108	104
40,000	135	123	114	106	102
50,000	131	119	112	105	101
60,000	127	117	110	104	100
70,000	125	115	109	103	100
80,000	123	114	108	102	99
90,000	121	113	107	102	99
100,000	119	112	106	101	99

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	615	444	334	245	203	174
1,000	444	334	262	203	174	154
2,500	308	245	203	167	149	137
5,000	245	203	174	149	137	128
7,500	218	185	161	142	132	125
10,000	203	174	154	137	128	123
15,000	185	161	146	132	125	120
20,000	174	154	140	128	123	118
30,000	161	146	134	125	120	117
40,000	154	140	131	123	118	115
90,000	139	130	123	118	115	113
50,000	149	137	128	121	117	115

APPENDIX E

CRITICAL CRASH RATE TABLES FOR "SPOTS"
(SPOT IS DEFINED AS 0.3 MILE IN LENGTH)

TABLE E-1. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	9.15	8.62	7.18
500	3.88	3.58	2.78
1,000	2.88	2.63	1.98
2,500	2.07	1.87	1.35
5,000	1.69	1.51	1.06
7,500	1.53	1.36	0.94
10,000	1.43	1.27	0.87
15,000	1.32	1.17	0.78
20,000	1.26	1.11	0.74

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2000-2004)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.56	3.71	1.79	1.91
1,000	1.80	2.74	1.20	1.30
2,500	1.21	1.95	0.75	0.83
5,000	0.94	1.59	0.56	0.62
10,000	0.76	1.34	0.43	0.48
15,000	0.69	1.23	0.38	0.42
20,000	0.64	1.17	0.34	0.39
30,000	0.59	1.10	0.31	0.35
40,000	0.56	1.05	0.29	0.33
50,000	0.54	1.02	0.27	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2000-2004)

AADT	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	3.81	5.31
1,000	2.82	4.07
2,500	2.02	3.06
5,000	1.65	2.57
7,500	1.49	2.36
10,000	1.39	2.24
15,000	1.28	2.10
20,000	1.22	2.01
30,000	1.14	1.91
40,000	1.10	1.85

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2000-2004)

AADT	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.86	3.88	1.56	1.70
5,000	1.68	2.42	0.79	0.87
10,000	1.42	2.10	0.63	0.70
15,000	1.31	1.96	0.56	0.63
20,000	1.24	1.88	0.52	0.59
30,000	1.17	1.79	0.47	0.54
40,000	1.12	1.73	0.45	0.51
50,000	1.09	1.69	0.43	0.49
60,000	1.07	1.66	0.41	0.48
70,000	1.05	1.64	0.40	0.46
80,000	1.04	1.62	0.40	0.46
90,000	1.03	1.61	0.39	0.45
100,000	1.02	1.60	0.38	0.44

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (1999-2003)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	920	63	14	Calhoun	836	148	35
Albany	2,220	613	55	California	130	*	*
Alexandria	8,286	1,334	32	Calvert City	2,701	355	26
Allen	150	155	207	Camargo	923	70	15
Anchorage	2,264	117	10	Campbellsburg	705	107	30
Annville	470	*	*	Campbellsville	10,498	2,532	48
Arlington	395	20	10	Campton	424	280	132
Ashland	21,981	5,892	54	Caneyville	627	81	26
Auburn	1,444	144	20	Carlisle	1,917	341	36
Audubon Park	1,545	66	9	Carrollton	3,846	958	50
Augusta	1,204	135	22	Catlettsburg	1,960	617	63
Bancroft	536	*	*	Cave City	1,880	557	59
Barbourmeade	1,260	1	0	Centertown	416	34	16
Barbourville	3,589	816	46	Central City	5,893	917	31
Bardstown	10,374	3,046	59	Cherrywood Village	327	1	1
Bardwell	799	72	18	Clarkson	794	170	43
Barlow	715	52	15	Clay	1,179	81	14
Beattyville	1,193	236	40	Clay City	1,303	*	*
Beaver Dam	3,033	624	41	Clinton	1,415	*	*
Bedford	677	196	58	Cloverport	1,256	66	11
Beechwood Village	1,173	6	1	Coal Run	577	436	151
Bellefonte	837	110	26	Cold Spring	3,806	1,133	60
Bellevue	6,480	1,119	35	Coldstream	862	*	*
Bellewood	300	3	2	Columbia	4,014	1,144	57
Benham	599	27	9	Concord	28	5	36
Benton	4,197	993	47	Corbin	7,742	1,827	47
Berea	9,851	2,022	41	Corinth	181	156	172
Berry	310	15	10	Corydon	744	132	36
Blaine	245	18	15	Covington	43,370	10,757	50
Blandville	95	*	*	Crab Orchard	842	93	22
Bloomfield	855	126	30	Creekside	323	*	*
Blue Ridge Manor	623	1	0	Crescent Springs	3,931	842	43
Bonnieville	354	75	42	Crestview	471	7	3
Booneville	111	200	360	Crestview Hills	2,889	1,200	83
Bowling Green	49,296	15,880	64	Crestwood	1,999	607	61
Bradfordsville	304	19	13	Crittenden	2,401	523	44
Brandenburg	2,049	418	41	Crofton	838	102	24
Bremen	365	75	41	Cumberland	2,611	230	18
Briarwood	554	1	0	Cynthiana	6,258	1,377	44
Broadfields	250	*	*	Danville	15,477	3,488	45
Brodhead	1,193	39	7	Dawson Springs	2,980	282	19
Broeck Point	325	*	*	Dayton	5,966	369	12
Bromley	838	45	11	Dixon	632	179	57
Brooksville	589	175	59	Douglass Hills	5,549	*	*
Brownsville	921	334	73	Dover	316	35	22
Burgin	874	58	13	Drakesboro	627	105	34
Burkesville	1,756	199	23	Dry Ridge	1,995	1,023	103
Burnside	637	176	55	Earlington	1,649	206	25
Butler	613	81	26	Eddyville	2,350	284	24
Cadiz	2,373	671	57	Edgewood	9,400	881	19
Calhoun	836	148	35	Edmonton	1,586	373	47
California	130	*	*	Ekron	170	34	40

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (1999-2003)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	6,465	57	Harlan	2,081	868	83
Elkhorn City	1,060	189	36	Harrodsburg	8,014	1,631	41
Elkton	1,984	281	28	Hartford	2,571	321	25
Elsmere	8,139	729	18	Hawesville	971	162	33
Eminence	2,231	257	23	Hazard	4,806	2,263	94
Erlanger	16,676	4,012	48	Hazel	440	55	25
Eubank	358	56	31	Hebron Estates	930	*	*
Evarts	1,101	138	25	Henderson	27,373	7,008	51
Ewing	278	18	13	Hickman	2,560	151	12
Fairfield	72	18	50	Highland Heights	6,554	1,019	31
Fairview	156	22	28	Hills And Dales	154	*	*
Falmouth	2,058	373	36	Hillview	6,119	*	*
Ferguson	881	30	7	Hindman	787	338	86
Fincastle	838	*	*	Hiseville	224	23	21
Flatwoods	7,605	678	18	Hodgenville	2,874	631	44
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	450	30	Hopkinsville	30,089	6,041	40
Florence	23,551	9,184	78	Horse Cave	2,252	266	24
Fordsville	531	73	28	Houston Acres	491	2	1
Forest Hills	494	2	1	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,349	33	Hurstbourne	4,420	*	*
Fort Thomas	16,495	1,250	15	Hustonville	347	55	32
Fort Wright	5,681	2,235	79	Hyden	204	219	215
Foster	65	*	*	Independence	14,982	2,105	28
Fountain Run	236	16	14	Indian Hills	2,882	144	10
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	6,078	44	Inez	466	192	82
Franklin	7,996	1,304	33	Irvine	2,843	523	37
Fredonia	420	72	34	Irvington	1,257	93	15
Frenchburg	551	165	60	Island	435	56	26
Fulton	2,775	485	35	Jackson	2,490	973	78
Gamaliel	439	14	6	Jamestown	1,624	209	26
Georgetown	18,080	3,395	38	Jeffersontown	26,633	4,795	36
Germantown	190	48	51	Jeffersonville	1,804	317	35
Ghent	371	65	35	Jenkins	2,401	75	6
Glasgow	13,019	3,328	51	Junction City	2,184	252	23
Glencoe	251	48	38	Keeneland	383	1	1
Glenview	653	*	*	Kevil	574	67	23
Glenview Hills	353	*	*	Kingsley	428	1	1
Grand Rivers	343	47	27	Kuttawa	596	115	39
Gratz	89	19	43	La Grange	5,676	1,037	37
Grayson	3,877	1,016	52	Lacenter	1,038	30	6
Green Spring	768	*	*	Lafayette	193	5	5
Greensburg	2,396	499	42	Lakeside Park	2,869	361	25
Greenup	1,198	174	29	Lakeview Heights	252	*	*
Greenville	4,398	906	41	Lancaster	3,734	720	39
Guthrie	1,469	129	18	Langdon Place	874	*	*
Hanson	625	92	29	Latonia Lakes	325	29	18
Hardin	564	97	34	Lawrenceburg	9,014	1,024	23
Hardinsburg	2,345	294	25	Lebanon	5,718	1,299	45
Harlan	2,081	868	83	Lebanon Junction	1,801	238	26
Harrodsburg	8,014	1,631	41	Leitchfield	6,139	1,479	48

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (1999-2003)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	96	21	Muldraugh	1,298	329	51
Lewisport	1,639	112	14	Munfordville	1,563	441	56
Lexington	260,512	64,684	50	Murray	14,950	3,328	45
Liberty	1,850	419	45	Murray Hill	619	*	*
Livermore	1,482	175	24	Nebo	220	58	53
Livingston	228	22	19	New Castle	919	145	32
London	5,692	3,368	118	New Haven	849	85	20
Lone Oak	454	650	286	Newport	17,048	4,685	55
Loretto	623	87	28	Nicholasville	19,680	3,913	40
Louisa	2,018	628	62	Norbourne Estates	461	1	0
Louisville	256,231	81,903	64	North Middleton	562	14	5
Loyall	766	62	16	Northfield	970	64	13
Ludlow	4,409	272	12	Nortonville	1,264	176	28
Lynch	900	20	4	Norwood	372	*	*
Lyndon	9,369	88	2	Oak Grove	7,064	1,333	38
Lynnview	965	37	8	Oakland	260	25	19
Mackville	206	17	17	Old Brownboro Place	348	*	*
Madisonville	19,307	4,462	46	Olive Hill	1,813	327	36
Manchester	1,738	864	99	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	12,771	47
Marion	3,196	480	30	Owenton	1,387	308	44
Martin	633	148	47	Owingsville	1,488	323	43
Maryhill Estates	177	*	*	Paducah	26,307	8,813	67
Mayfield	10,349	2,107	41	Paintsville	4,132	1,307	63
Maysville	8,993	2,402	53	Paris	9,183	1,813	40
Mchenry	417	50	24	Park City	517	99	38
Mckee	878	245	56	Park Hills	2,977	202	14
Mcroberts	921	38	8	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	43	11
Meadowvale	765	15	4	Perryville	763	41	11
Meadowview Estates	422	4	2	Pewee Valley	1,436	240	33
Melbourne	457	38	17	Phelps	1,053	276	52
Mentor	181	18	20	Pikeville	6,295	2,341	74
Middlesboro	10,384	1,885	36	Pineville	2,093	486	46
Middletown	5,744	88	3	Pioneer Village	1,130	*	*
Midway	1,620	145	18	Pippa Passes	297	89	60
Millersburg	842	72	17	Plantation	902	671	149
Milton	525	195	74	Pleasureville	869	45	10
Minor Lane Heights	1,435	43	6	Plymouth Village	201	1	1
Monterey	167	29	35	Poplar Hills	377	*	*
Monticello	5,981	1,252	42	Powderly	846	88	21
Moorland	464	3	1	Prestonsburg	3,612	1,331	74
Morehead	5,914	2,299	78	Prestonville	164	32	39
Morganfield	3,494	681	39	Princeton	6,536	921	28
Morgantown	2,544	547	43	Prospect	2,788	*	*
Mortons Gap	952	113	24	Providence	3,611	237	13
Mount Olivet	289	33	23	Raceland	2,355	212	18
Mount Sterling	5,876	1,835	63	Radcliff	21,961	2,890	26
Mount Vernon	2,592	769	59	Ravenna	693	69	20
Mount Washington	8,485	958	23	Raywick	157	*	*
Muldraugh	1,298	329	51	Richlawn	435	*	*
Munfordville	1,563	441	56	Richmond	27,152	6,862	51

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (1999-2003)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
River Bluff	452	*	*
Rochester	186	2	2
Rockport	334	12	7
Rolling Hills	907	1	0
Russell	3,645	773	42
Russell Springs	2,399	416	35
Russellville	7,149	1,649	46
Ryland Heights	279	*	*
Sacramento	517	59	23
Sadieville	263	52	40
Saint Charles	309	5	3
Saint Matthews	15,852	791	10
Saint Regis Park	1,520	280	37
Salem	769	56	15
Salt Lick	342	60	35
Salyersville	1,604	466	58
Sanders	246	21	17
Sandy Hook	678	152	45
Sardis	149	28	38
Science Hill	634	61	19
Scottsville	4,327	879	41
Sebree	1,558	176	23
Seneca Gardens	699	3	1
Sharpsburg	295	48	33
Shelbyville	10,085	2,679	53
Shepherdsville	8,334	2,326	56
Shively	15,157	4,376	58
Silver Grove	1,215	191	31
Simpsonville	1,281	210	33
Slaughters	238	28	24
Smithfield	102	26	51
Smithland	401	106	53
Smiths Grove	784	162	41
Somerset	11,352	4,402	78
Sonora	350	112	64
South Carrollton	184	87	95
South Shore	1,226	27	4
Southgate	3,472	478	28
Sparta	230	55	48
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,634	587	45
Stamping Ground	566	57	20
Stanford	3,430	526	31
Stanton	3,029	542	36
Strathmoor Village	625	1	0
Sturgis	2,030	209	21
Sycamore	70	*	*
Taylor Mill	6,913	1,326	38
Taylorsville	1,009	269	53
Ten Broeck	128	*	*
Thornhill	146	*	*
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,660	570	43
Trenton	419	33	16
Union	2,893	555	38
Uniontown	1,064	116	22
Upton	391	71	36
Vanceburg	1,731	280	32
Versailles	7,511	1,765	47
Vicco	318	100	63
Villa Hills	7,948	418	11
Vine Grove	4,169	348	17
Wallins Creek	257	57	44
Walton	2,450	621	51
Warfield	284	87	61
Warsaw	1,811	195	22
Water Valley	316	19	12
Waterson Park	1,542	*	*
Waverly	297	57	38
Wayland	298	43	29
Wellington	561	*	*
West Liberty	3,277	467	29
West Point	1,100	256	47
Westwood	4,888	*	*
Westwood	612	*	*
Wheatcroft	173	15	17
Wheelwright	1,042	53	10
Whipps Millgate	415	*	*
White Plains	800	57	14
Whitesburg	1,600	481	60
Whitesville	632	73	23
Whitley City	1,111	415	75
Wickliffe	794	179	45
Wilder	2,624	742	57
Wildwood	247	1	1
Williamsburg	5,143	976	38
Williamstown	3,227	713	44
Willisburg	304	33	22
Wilmore	5,905	264	9
Winchester	16,724	3,954	47
Winding Falls	657	*	*
Wingo	581	49	17
Woodburg	117	*	*
Woodburn	323	36	22
Woodland Hills	657	3	1
Woodlawn Park	1,033	4	1
Worthington	1,673	41	5
Worthington Hills	973	*	*
Worthville	215	25	23
Wurtland	1,049	128	24

* Data Not Available